

# The Mining Journal

## AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 537.—VOL. XV.]

LONDON: SATURDAY, DECEMBER 6, 1845.

[PRICE 6D.

**SALE OF SEVENTEEN SWANSEA CANAL SHARES.**  
—TO BE SOLD, BY AUCTION (pursuant to an order of the Court of Chancery), on Wednesday, the 10th of December, 1845, at One o'clock in the afternoon, at the Mackworth Arms Inn, Swansea, in such lots as may be desired at the time of sale.  
**SEVENTEEN SHARES IN THE SWANSEA CANAL NAVIGATION.**  
The last year's dividends received on these shares amounted to £15 per share, clear of property tax.—For particulars apply to Mr. John Trevillian Jenkin, solicitor, Swansea; or Messrs. Rowland, Hacon, and Rowland, solicitors, 28, Threadneedle-street, London.

**LEAD MINE FOR SALE.**—The BELGRAVE MINE, in DENBIGHSHIRE, distant about four miles from the town of Mold.—TO BE SOLD, BY AUCTION, by Mr. G. WARTON, at the Auction Mart, opposite the Bank of England, on Wednesday, January 7, 1846, at Twelve o'clock, unless previously disposed of by private contract, the LEASE of the above MINE, with all the BUILDINGS, ENGINES, PITWORK, and MACHINERY, and the STOCK of MATERIALS on the MINE.—The working of this promising mine has ceased, and it is now OFFERED FOR SALE, in consequence of the death of the late proprietor. It is held under the Marquis of Westminster, at 15s. per ton royalty, whilst the price of the lead is under £15 per ton, and 20s. per ton when the price of lead is above that sum, for a lease of twenty-one years, from 1st of May, 1845. An adit, or day level, is carried into the heart of the mine, at a depth of 100 fathoms; and a further depth of twenty fathoms below that has only yet been reached. Ample engine-power is erected upon the mine, and a small additional outlay only is required to bring the mine into a state of returns. The whole will be sold upon very moderate terms, and with immediate possession.  
Reference may be made to Mr. John Taylor, jun., Coed Dô, near Mold, who will give every information as to the state and prospects of the mine, and orders for its inspection, and who is authorised to treat with parties desiring to purchase; or to Mr. C. Warton, auctioneer and estate agent, 28, Threadneedle-street.

**IRON FOUNDRY.—TO BE SOLD, BY PRIVATE CONTRACT,** the HELEN IRON WORKS, situated at the mouth of the TWEED, nearly opposite Berwick-upon-Tweed. These works, erected in 1839, have been built in the most substantial manner, and are complete with every convenience for carrying on a large foundry, or engineering business. They stand upon an area of 7000 square yards, and consist of large MOULDING SHOPS, in which are two cupolas, capable of melting eight tons of iron per hour; three powerful cranes, under which castings of from ten to twenty tons weight can be made, and nine smaller cranes for lighter work; TWO STEAM-ENGINES, of 6 and 15-horse power each, which drive two blowing machines, one large self-acting lathe, and boring mill; five smaller lathes, loam mills, drilling and screwing machines, saw-mills, and other machinery.  
There are three large fire-proof stores, with railways for eight carriages; blacksmiths' and pattern makers' shops, warehouses, dressing shops, proving machine; four coke ovens, from which a railway is laid to the furnaces, and upon which coke, pig-iron, and castings are drawn by steam-power, besides excellent counting-houses.  
These works are abundantly supplied with water, carried in pipes through every part of the premises, and the whole are lighted with gas.  
Along with the works will be SOLD the IMPLEMENTS and MATERIALS, which, as they have been lately used, are in complete working condition, and are of the most approved construction; they consist of nearly 200 tons of CAST and MALLEABLE IRON, MOULDING FLASKS, core bars, and patterns, adapted for almost every description of foundry work, including castings for steam-engines, gas and water-works, railways, gas, water, and hot-water pipes, pots, grates, chests, rain-pipes and guttering, and a numerous variety of ironmongery goods; also a great quantity of other implements and materials used in a foundry—viz. hand and steam cranes, ladles, trucks, carriages, crabs, &c.  
The sale of these works affords an excellent opportunity to the capitalist desirous of embarking in this business, inasmuch as the time is particularly favourable, and the works could be put in operation in the course of a few days, while the purchaser could secure a business connection which has existed with the present proprietor and his predecessors for nearly fifty years.—They have been in active operation since their erection during which time from 50 to 120 tons of castings have been made per week, and they are now capable of turning out more than double this quantity. The goods manufactured at these works have been principally for the London, North American, and West Indian markets, as well as the local trade, for all which, as well as the continent, they are conveniently situated, being only about 400 yards from the Tweed, where vessels receive and discharge their cargoes. Freight is very moderate; there is a weekly communication with London by steam and sailing vessels; labour is about 25 per cent. less than in most parts of the kingdom, and coal can be obtained in abundance within a few miles of the works at low prices. The Newcastle and Berwick Railway, passing within three hundred yards of the works, thus affording communication to all parts of the kingdom, and as the North British and other railways have their common termini at Berwick, all of which will require an immense quantity of iron, a large local market will be thus created, as well for their first construction as afterwards, and as affording access to Northumberland, Berwickshire, Roxburghshire, in which are many large and daily increasing manufacturing towns.  
It may be observed that the iron trade of this country never presented appearances of more permanent prosperity than at present. However, even iron may have been used for almost all purposes hitherto, the quantity falls into insignificance in comparison to what will shortly be required, it being ascertained that there are upwards of 40,000 miles of iron railways projected in Europe, India and the colonies; and each mile requiring 600 tons of iron, it may be calculated, with the utmost confidence, that there will be £4,000,000 tons of iron wanted during the next seven or eight years for railway purposes alone, and when we add to this the enormous quantities required for other purposes, there will be nearly 150,000 tons of iron required for railways alone within a distance of 40 or 50 miles of Berwick, and as there are only four or five small foundries in this district, a great portion of the castings might be manufactured at these works.  
Plans of the works, with an inventory of the implements and materials, may be had on application to David Macchett, Berwick; J. B. Gallie, iron merchant, Edinburgh; Banker and Macchett, iron merchants, Glasgow; Joseph Hubback, Liverpool; Coxwell and Cross, Newcastle-upon-Tyne; and F. A. Tiddeman, iron merchant, Farnley Wharf, Earl's-road, London.

**COPPER MINE.**—A few gentlemen have ASSOCIATED themselves with a view to WORK an EXCELLENT COPPER MINE, the products of which have already realised a large per centage; in consequence, however, of an accident, of temporary influence only, that has befallen the mine, it is resolved by the committee to DISPOSE OF THE REMAINING TWO HUNDRED SHARES to any gentleman willing to join the association. Every particular will be given on inquiry, and mutual references will be offered and required.—Apply to W. E. Knobel, Esq., solicitor, 69, Lincoln's Inn-fields.

**TO LEAD OR COPPER SMELTERS, FOUNDERS, &c.**  
—CARMARTHENSHIRE.—TO BE LET, with immediate possession, those very desirable PREMISES, known as the PENCOED LEAD WORKS, situated three miles from the flourishing town of Llanelli, on the side of the Llanelli and Llandovery Railway, with the navigable River Loughor bounding them on the south; any extent of frontage for the deposit of slag would be included in the letting. The buildings, with steam-engines, boilers, and machinery, are very compact, and in excellent repair.—For permission to view apply to F. L. Brown, Esq., solicitor, Llanelli, of whom all particulars as to terms, &c., may be obtained.

**LEAD MINES, AT STRONTIAN, ARGYLLSHIRE.**  
—TO BE LET, for such a number of years as may be agreed upon, the well-known and valuable LEAD MINES, in the neighbourhood of Strontian. A level, or adit, which has been in progress for many years, has lately been driven into a mine of great extent and rich in ore, by which the water has been cleared out and a convenient access given to the works. The mines are in the vicinity of Loch Sunart. The neighbourhood is thickly settled, and the population of good moral character, among whom are many skilled miners. There is a melting furnace and a crushing-mill near the entrance to the level, and an abundant supply of water—with these advantages the work may be begun without delay. As few mines possess a more extensive field for successful speculation, they are well worthy the consideration of capitalists, who are hereby invited to visit them.—Offers will be received by Sir James Milnes Riddell, Bart., and by William Kennedy, Esq., factor, Strontian.—Strontian, Nov. 27, 1845.

**NOTICE TO THE PROPRIETORS AND SHAREHOLDERS OF MINES, SMELTING-WORKS, &c.**  
—MR. MITCHELL and FIELD beg to inform the PUBLIC, that they have REMOVED from No. 5 & 6, HAWLEY-ROAD, KENTISH TOWN, where they have erected spacious LABORATORY, fitted expressly for the performance of all OPERATIONS CONNECTED WITH MINING.—Practical instruction to gentlemen in Assaying, Mineral Analysis, and Manufacturing Chemistry in general.  
Assays and Analyses conducted as usual.  
All communications to be addressed to Messrs. Mitchell and Field, assayers, No. 23, Hawley-road, Kentish Town.

**THE PATENT SAFETY FUSE.**  
FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDITIOUS MODE of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.—“I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this.”  
Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Gunpowder, Cornwall.

**TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE FOR MACHINERY AND AXLES OF EVERY DESCRIPTION.**—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.  
References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wilkeson-street, Blackfriars-road, London.

**MINE MATERIALS.**—I. T. TREGELLAS, QUAY, TRURO, presents respectfully to MINERS, and begs to OFFER them the following GOODS, of good quality, and at the lowest market prices:—  
IRON, including best SHROPSHIRE BAR, extra-refined CHAIN IRON, BOLLS-PLATING, KIRKLE-PLATES, HOOPS, and SHEETS  
STEEL of every description  
COALS  
GUNPOWDER and POWDER CANS  
HEMP and WIRE CORDAGE  
Best Scrap Chain, warranted  
KIRKLE and WATER BARRELS  
Nails of all kinds  
SHEET LEAD, White Lead, and Red Lead  
SHOVELS  
Picks and Pick Moulds  
Mallets and Mallet Iron  
Saws and Hatchets  
Shovel Hints from 1s. per doz. to 5s. per doz.  
Pick Hints  
Smiths' Bellows  
Oils—of every kind  
Greases, at the makers' prices  
Fire Brick and Building Brick  
FRYING TAR, ROBIN, and ROMAN CEMENT  
ARTILLA, VICES, and FILES  
LEATHERS  
GRINDSTONES  
ENGINE SHAFT and SUMP STRIPS  
OAK DOCKS, POLADY, and SACKING  
PATENT FELT, for covering cylinders, &c.  
PATENT ROOFING FELT, 1d. per square foot  
PATENT JACKS  
PATENT FIBRE, SHOOTING NEEDLES, and CLAY NAILS, and every other description of materials for general mine consumption  
Dated Truro, July 10, 1845.

**SOUTHERN AND WESTERN MINING COMPANY OF IRELAND.**  
Registered Provisionally, and to be incorporated under Letters Patent from the Queen.  
No shareholder liable beyond the amount of his shares.  
Capital £200,000, in 10,000 shares, of £20 each.—Deposit £2 per share.  
PROVINCIAL COMMITTEE.  
Major N. L. Beaulieu, K.H.F.R.S., Ballinacraig, county of Cork, chairman  
Hon. John Townshend, Esq., D.L., Woodville, county of Cork  
Daniel Leahy, Esq., D.L., Shanakel House, county of Cork  
Thomas Somerville Reeves, Esq., J.P., Transire, county of Cork  
Robert Carr, Esq., merchant, Sney-pace, city of Cork  
John Jefferys, Esq., J.P., Glenville House, city of Cork  
Peter Fitzgerald, Esq., Inchiquin, county of Cork  
William K. Rogers, Esq., Grand Parade, city of Cork  
James P. Bell, Esq., Fermoy, county of Cork  
Robert Briscoe, Jun., Esq., Fermoy, county of Cork  
Lionel Fleming, Esq., J.P., Newcourt, county of Cork  
Charles B. Ware, Esq., J.P., County Club, city of Cork  
John Leahy, Esq., merchant, Sney-pace, city of Cork  
John Leahy, Esq., Shanakel House, county of Cork  
John Carmichael, Esq., Riverstown House, county of Cork  
James Carnegie, Esq., Northwick, county of Cork  
James Little, Esq., R.M., Dunmurry, county of Cork  
STANDING COUNSEL.—The Recorder of Cork, and J. H. Reeves, Esq., Barrister-at-Law  
SOLICITORS.—T. Jameson, Esq., 4, South Mall, Cork; and 12, Talbot-street, Dublin  
LONDON SOLICITORS.—Messrs. Wilde, Dees, Humphrey, and Wilde, College-hill, London  
SECRETARY.—William Connell, Esq., 50, South Mall, Cork  
TREASURER.—The Provincial Bank of Ireland, Cork  
In laying before the public a prospectus of the Southern and Western Mining Company of Ireland, the provisional committee feel that no lengthened statement is required to create a full appreciation of the advantages which must be derived from the development of the mineral wealth of the southern and western districts of Ireland, which the most candid authorities acknowledge to equal, if not exceed, in metalliferous deposits and mineral richness the most favoured mining districts in England.  
Independent of the acknowledged abundance of ores, no country in the world presents to the miner greater facilities and advantages for working mines than those which present themselves in the southern and western portions of Ireland.  
It is a well-known fact, that the mines in England, with few exceptions, are from their position incapable of being worked, and are abandoned without the aid of an equal power of horse power, either of which occasions at once a large outlay of capital, and entails heavy annual expense, which cannot be avoided, and yet, notwithstanding these heavy drawbacks, many of the Cornish mines, and those in other parts of England, are paying to the adventurers from £50 to £100 per cent. on the capital invested. The prices of shares in the Mining Journal fully testify to this fact.  
The proximity to the sea of the principal mines in the southern and western districts of Ireland, admits of the ores being shipped and the materials landed without incurring the heavy expense of inland carriage, to which all the mines in England are subject. The elevation of the sets above the sea level varying from twenty to fifty fathoms (and rising on the inland course of the lodes in many instances to 100 fathoms), affords opportunities of working effectively by means of deep levels, and renders quite unnecessary the expensive auxiliaries of either steam or horse power, while the “adits or levels” allow the water to flow off from the mine, and at the same time the ore and waste to be trammed out to the dressing floors. To any party acquainted with mining operations, these advantages will appear of great value, and will readily be admitted to be equal to a saving of from 30 to 40 per cent. in the working of mines, when compared with those which have not the advantage of similar position.  
Under such favourable circumstances, while the mines of the southern and western portion of Ireland are, admitted by the most eminent authorities to equal, if not exceed, the most favoured mining districts in England, and added, as ours are, by every natural facility for their development, together with ready and abundant supply of surface water and cheap labour, we shall have to submit to be equal to at least an equal return for the outlay of capital as is yielded by the most prosperous mines in England?  
To the landed proprietors in the districts where operations are proposed to be carried on, the undertaking presents advantages that cannot be too highly appreciated. The circulation of capital, the extensive employment, the increased demand for agricultural produce, and the opening up of wild and hitherto unprofitable districts, must necessarily augment an extent of prosperity in which the proprietors of the soil will have a full and immediate participation.  
It may perhaps be said by some parties that mining in Ireland has hitherto been a failure. Several mines have commenced without either experience to guide them, or capital to keep up the undertaking, and hence the failures that may be noted; but where capital has been applied under skilful and experienced mining agents and careful managers, the most marked success has resulted—witness the Berehaven and Knockmahon Mines. The Cosheen Mines, situated on Skull Harbour, in the west of the county of Cork, commenced work about six years ago, and has during that period sold at Swansea over £17,000 worth of copper ore, while the capital subscribed did not exceed £2500. The last small cargo from that mine sold on the 22d ult., produced a sum of £1689, or an average of over £29 per ton.  
Professor Kane's invaluable work, *The Industrial Resources of Ireland*, fully corroborates the statements set forth in this prospectus, as to the value of the southern and western districts of this country in a mineral point of view.  
The promoters of this important undertaking are determined by a careful supervision of the expenditure to insure that economical management so essential to the success and prosperity of the company, and which has already marked in so prominent a manner those mining operations in the west of this county, with which they have been individually connected. Since the preliminary announcement of the West Carbery and County of Cork Mining Company, now changed and registered as the “Southern and Western Mining Company of Ireland,” appeared before the public, applications have been received for over 8000 shares; anxiously application will, therefore, be necessary from those who propose to become shareholders, as the list will close on the 15th day of November next, when all claims will take place.  
Applications in the following form will be received by the solicitor, Thomas Jameson, Esq., No. 4, South Mall; or by the secretary, William Connell, No. 50, South Mall.

**FORM OF APPLICATION FOR SHARES.**  
To the Provisional Committee of the Southern and Western Mining Company of Ireland.  
Gentlemen,—I request you will allot me \_\_\_\_\_ shares of £20 each, in the above undertaking; and I agree to accept the same, and pay the deposit of £2 per share thereon, or upon such number as you may appropriate to me, and to sign the necessary deeds when required thereon.  
Dated this \_\_\_\_\_ day of \_\_\_\_\_, 1845.  
Name in full \_\_\_\_\_  
Profession or trade \_\_\_\_\_  
Place of residence \_\_\_\_\_  
Place of business \_\_\_\_\_  
Name of referee \_\_\_\_\_

**EUROPEAN LIFE INSURANCE AND ANNUITY COMPANY.**  
Established Jan. 1819.—Empowered by Special Act of Parliament, 7 and 8 Vic., cap. 48.  
OFFICE—No. 10, CHATHAM-PLACE, BLACKFRIARS.  
BOARD OF DIRECTORS.  
JOHN ELLIOT DRINKWATER BETHUNE, Esq., 80, Chester-square, Chairman  
John Rivett Carnac, Esq., \_\_\_\_\_  
John Gresham Harris, Esq., \_\_\_\_\_  
Henry H. Harrison, Esq., \_\_\_\_\_  
Thomas Hunt, Esq., \_\_\_\_\_  
William Paxton Jervis, Esq., \_\_\_\_\_  
John Thoyts, Esq., \_\_\_\_\_  
PHYSICIANS.—Thomas Thomson, M.D.; Hy. Davies, M.D.  
This OLD ESTABLISHED SOCIETY has recently received ADDITIONAL POWERS, by Special Act of Parliament, and affords FACILITIES in effecting INSURANCES to suit the views of every class of insurers.  
PREMIUMS are received yearly, half-yearly, or quarterly, or upon an increasing or decreasing scale.  
Two-thirds of the profits are added semi-annually to the policies of those insured for life—one-third is added to the guarantee fund for securing payment of the policies of all insurers.  
The LAST BONUS under this provision was declared on the 27th day of June, 1845, being an additional bonus of 10 per cent. on all the premiums paid by the holders of policies of insurance for the whole term of life, with corresponding additions to holders of policies of endowment.  
Those who are insured to the amount of £200 and upwards for the whole term of life are admitted to vote at the half-yearly general meetings of the proprietors.  
DAVID FOGGO, Secretary.

**RYE AND THOMAS, MINE AGENTS AND DEALERS**  
IN STOCKS, RAILWAY AND OTHER SHARES.  
80, OLD BROAD-STREET, LONDON, AND AT LISKEARD, CORNWALL.

**JAMES LANE, SHARE AGENT**  
HALL OF COMMERCE, LONDON.

**THOMAS DUNN, MINING AGENT, SHARE BROKER,**  
AND GENERAL INSPECTOR,  
TAVISTOCK, DEVONSHIRE.

**WILLIAM TRENEY, DEALER IN RAILWAY AND MINING SHARES.**—ESTABLISHED TEN YEARS.  
OFFICES, No. 30, THREADNEEDLE-STREET, LONDON.

**WILLIAM FORDYCE, STOCK AND SHARE BROKER.**  
NEWCASTLE-UPON-TYNE.  
ESTABLISHED 1834.

**MESSRS. LAMOND, SMALE, and LAMOND'S PUBLIC**  
SALE OF RAILWAY SHARES, &c., are HELD, at the Hall of Commerce, Threadneedle-street, every TUESDAY and FRIDAY, at One o'clock precisely.—Orders received until Four o'clock of the day prior to sale.—London, Nov. 28, 1845.

**MINING SHARES FOR SALE.**—Mr. LOMER, of Plymouth, begs to inform capitalists and adventurers that he has several SHARES in some valuable COPPER, LEAD, and TIN MINES to DISPOSE OF on advantageous terms; they embrace some very important mines, and are particularly worthy of attention.—Further particulars, of which Mr. Lomer will be happy to furnish any gentleman, may be had by personal application, or by letter, at 14, Norfolk-street, Strand.

**THOMAS THORBURN and Co., METAL BROKERS.**  
No. 48, BUCHANAN-STREET, GLASGOW, have always on SALE FIG-IRON, RAILWAY BARS, CHAINS, and BAR-IRON of every description.

**HUGHES, COWIE, and Co., METAL BROKERS,** have on hand FIG and BAR-IRON of all descriptions and OTHER METALS, and tender their services to Railway Contractors, having a constant supply of RAILS and CHAINS Fenwick Chambers, Liverpool.

**TO RAILWAY CONTRACTORS & IRON MERCHANTS.**  
—WANTED, ONE HUNDRED TONS OF CONTRACTORS' RAILS, and THIRTY CONTRACTORS' WAGGONS.—Persons having such to dispose of, will send particulars to the “Contractor for the Taw Vale Railway,” 5, Guildhall Chambers, Basinghall-lane, London, Dec. 5, 1845.

**FOR SALE, BY PRIVATE CONTRACT,** a 17-inch cylinder ENGINE, with BOILER, &c., complete.—Apply to Mr. William Carne, St. Agnes or Captain R. S. Bryant, Newlyn.

**IRON TRADE.—A GENTLEMAN,** having had considerable experience as traveller, &c., in the iron trade, during the last five years, in one of the first manufacturing houses, wishes for an ENGAGEMENT, either in town or country, as MANAGER, AGENT, or TRAVELLER, he being thoroughly acquainted with the London and Liverpool markets, the dealers throughout Ireland, and the general routine of the iron trade.—Address “J. M.,” care of Mr. Scarborough, 30, Bow-lane, Cheap-side.

**GENERAL MINING COMPANY FOR IRELAND.**  
Capital £250,000, in 10,000 shares of £25 each.  
Deposit, preliminary, 2s. 6d. per share.  
With a power to increase the capital to £500,000, if deemed expedient, under the provisions of the Deed of Association of the Company.  
Provisionally Registered, pursuant to the 7th and 8th Victoria, cap. 110.  
HONORARY DIRECTORS.  
Viscount Massereene and Ferrers, Antrim Castle  
Lord Dunally, Killybeg, Nenagh  
Hon. Francis A. Prittle, Corville, Roscrea  
Sir Thomas Esmonde, Bart. M.P., County Wexford  
Sir John Macneil, L.L.D., F.R.S., Rutland-square, Dublin  
Pierce Somers Butler, Esq., M.P., Ballycorry, County Kilkenny  
Robert J. Graves, Esq., Merrion-square South, Dublin

PROVINCIAL COMMITTEE.  
Hon. George Lionel Dawson Damer, M.P., Tilney-street, London, chairman of the Great Munster Railway  
Thomas Wyse, Esq., M.P. Waterford, and Wilton-place, London, chairman of the Cork and Waterford Railway  
Sir James Murray, Merrion-square South, Dublin, director of the Great Hibernian and Central Railway  
Charles William Spicer, Esq., Portman-square, London, director of the Grand London and Dublin Approximation Railway  
Abraham Abraham, Esq., Southampton, chairman of the Kilrush, Killybeg, and Dublin and Belfast Junction Railway  
Pierce Nagle, Esq., Anaskey, Doneraile, Cork, director of the Grand London and Dublin Approximation Railway, and of the Kilrush, Killybeg, and Dublin and Belfast Junction Railway  
John D'Arcy, Esq., Raheny House, county Dublin  
Thomas J. Quinlan, Esq., De Vesey-terrace, Monkstown, county Dublin, director of the Nenagh and Killybeg Railway  
Finlay William Cusack, Esq., Camden-street, Dublin, director of the Dublin, Dandrum, and Enniskerry Railway  
Francis White, Esq., M.D., Rutland-square, Dublin, M.R.S., Inspector-General, &c.  
William K. Wilton, Esq., Ballycorry, County Galway, and Grove House, County Dublin, director of the Nenagh and Killybeg Railway  
James Kirran, Esq., M.D., Marlborough-street, Dublin  
Henry Abraham, Esq., Southampton

**BANKERS.**  
The National Bank of Ireland, and its branches  
The London and Dublin Bank, and its branches; Royal Bank, Foster-place  
The Tipperary Joint-Stock Bank, and its branches  
SOLICITORS.—C. Duff, Esq., 26, Grenville-street, Dublin.

**PROVINCIAL SECRETARY.**—Thomas Maguire.  
The company is formed to act in developing the mineral wealth of Ireland, which only requires the application of skill and capital to fully open out its rich mines of lead, copper, coal, iron, marble, &c., and to which the attention of British capitalists is now anxiously directed. Property in mines, lead, copper, and coal, can be promptly secured upon advantageous terms, and to yield abundant profit to the proprietor, and to furnish employment for the labouring classes.—The extension of railways in Ireland must give additional value to mining property, from the facility of transit and increased intercourse, whilst the proprietors in the various railway companies must greatly promote their own interests by forwarding the objects proposed.  
From the numerous applications for shares in this company, the committee hereby give Notice, that the subscription list will close promptly.  
Signed, by order of the committee,  
THOMAS MAGUIRE, Provisional Secretary.  
Committee Room, 43, Lower Sackville-street, Dublin.

**ANDREW SMITH, PRINCES-STREET, LEICESTER-SQUARE, LONDON.**

**ENGINEER, MACHINIST, IRON AND BRASS FOUNDER, &c.**  
PATENTEE and MANUFACTURER of improved steam-engines, rapid steam generators, railway wheels, rails and chairs, propellers for canal and river navigation, rope-making, fax-dressing, and other machinery, raising and lowering machines, wharf, warehouse, and truck cranes, tramways, traverses, and stationary purchases crabs, tackle, &c. Also steam-engines and boilers, of various constructions; bands, sugar, and millwork, and machinery of every description manufactured and repaired.  
Saw-Mills, Breweries, and Factories attended.  
PLANING, BORING, TURNING, SCREW-CUTTING, &c., FOR THE TRADE.

**TO ENGINEERS, ARCHITECTS, AND CONTRACTORS.**  
GREAVES' GROUND LIME AND LIAS CEMENT, AT 2, SOUTH LONDON, LONDON.  
Agent for Liverpool, \_\_\_\_\_, 55, Gloucester-street.  
Ditto for Manchester, \_\_\_\_\_, 3, King-street.  
Ditto for Chester, \_\_\_\_\_, 3, King-street.

**BY HER MAJESTY'S ROYAL LETTERS PATENT.**  
**SMART'S ELLIPTICAL CONVEX METALLIC PADDLE**  
FLOATS FOR PROPELLING STEAM-SHIPS.—The very great superiority of this invention over the common float, in all points, having been fully proved by its use on various steamers of from 30 to upwards of 200-horse power.—and applications being made for licensing several iron steamers, from 75 to 300-horse power, the patentees confidently recommend it to the Government and the public generally.  
Its superiority consists, in beauty of appearance, stability, durability, its property of greatly reducing vibration and unsteadiness, its power in checking a ship in chance of collision—and what is of the greatest consequence, giving an immense increase of speed. All these must have powerful influences, not only on steam propellers, but more especially on the minds of the steam-treveling public.  
These floats can be easily applied to any wheel.  
Applications for licenses (for which a fee of 10s. per horse-power is charged) to be made to the patentees, Mr. Robert Smart, 5, Grenville-place, Hotwells, Bristol, or his agents.



## Mining Correspondence.

## ENGLISH MINES.

## NORTH WHEEL ROSE MINING COMPANY.

St. Agnes, Nov. 25.—At a meeting of the shareholders, held this day, at the counting-house of Penhalow Moors Mine, the following accounts were presented:—Balance, 1411. 12s. 9d.; cost for July, 4007. 0s. 3d.; ditto August, 3487. 17s. 6d.; ditto September, 3661. 1s. 8d.—total, 12577. 12s. 2d. Arrears of cost received, 882.; balance due, 1221. 12s. 2d.—total, 12577. 12s. 2d.—[Sold, but not delivered, 77 tons of lead, value 12502.]—It was then resolved, that the accounts for July, August, and Sept., having been examined, be passed.—W. CARNE.

Nov. 25.—Since your last meeting, the following work has been done in the mine:—The flat-rod shaft sunk 7 fms. 2 ft. The fifty fathom level cross-cut, towards the west lode, driven 12 fms.; ditto on the west lode, driven 9 fms. 3 ft.; ditto north on a branch, driven 2 fms. 3 ft.; ditto on a second branch, 3 fms. 3 ft. The forty fathom level, on the west lode, driven 9 fms.; ditto Luke's rise, risen 7 fms.; ditto south on a branch, driven 1 fm. 3 ft.; ditto cross-cut east, driven 21 fms. The flat-rod shaft is at present sixty fathoms deep, a plat cut, and the sixty fathom level cross-cut towards west lode commenced driving; at this level we have had a lode in the shaft varying in size from one to two feet, which has yielded some good stones of lead; where we opened the plat it is split into branches, and does not look so promising, but we are of opinion that it is well deserving further trial. At the fifty fathom level the west lode has been cut, and 9 fms. 3 ft. opened on its course; the first eight fathoms produced about half a ton of lead per fathom; the lode at present is not looking so well; the air being bad, the men from this level have been put to rise to the forty fathom level for the purpose of ventilation. In driving the fifty fathom level cross-cut we had several branches, on two of which we have opened as above stated; they have both yielded good stones of lead occasionally, but have not been sufficiently productive to defray the expense of working—yet we consider these good indications, especially as all the branches are increasing in size as the mine gets deeper, and the ground appears to be of a more congenial character at this level than in the levels above. At the forty fathom level, in the cross-cut east we expect daily to cut the lode; on the west lode we have driven north to the boundary; for the last three to four fathoms we had a tolerably good lode. There are at present five pitches working at from 31. 5s. to 41. 10s. per ton.

## WHEAL GREY MINING COMPANY.

Dec. 3.—At a meeting of the shareholders, held on the mine, this day, the following accounts were presented:—Labour cost for July, August, and September, 1744. 18s. 3d.; merchants' bills, including stock of timber and coals, 9921. 4s. 7d.—total, 27377. 2s. 10d. Tin ore sold, 3414. 18s. 3d.—profit, 6771. 10s. 5d.; to which add balance in favour last account, 31. 4s.—making a total of 6801. 14s. 3d.; deduct dividend this day declared of 21. per 1-320th share, 6401. leaves a balance at bankers of 401. 14s. 5d.—The prospects of this mine are very good; we have a large quantity of tin stuff at surface, and are about to erect additional stamping power.

## LANIVET CONSOLS MINE.

Nov. 28.—The engine (or Elizabeth) shaft has been sunk about two fathoms; the ground here is much improved for sinking. The seventy fathom level has been driven about seven fathoms through a large and ore lode. The seventy west has been driven about five fathoms; this end has much improved; the lode in the present end is very good, about two and a half feet wide; this is going under the ore ground at the sixty, west of the engine-shaft. In a winze sinking under the sixty fathom level, about twelve fathoms west of the shaft, the lode is about three feet wide, ore throughout. There is also set a winze at the same level, about twenty fathoms east of the shaft; this bottom is not yet cleared up, but it is expected this winze will go down in a bunch of ore. The forty fathom level is looking more kindly than last reported, and a bunch of ore is daily expected.

## GUNNIS LAKE MINING COMPANY.

Dec. 2.—At Chilworth, the water during the past week has so much increased as to suspend the sinking of Hailey's engine-shaft; the lode in the bottom of the shaft is upwards of three feet wide, composed of gossan and spar, with stones of copper ore in places—very promising. In the adit level east there has been no lode taken down. The required castings are arrived, and it is hoped we shall put the engine to work in about three weeks.—W. RICHARDS.

## PENHALLOW MOORS MINE.

Nov. 25.—The following is a statement of the work done in the mine since the last meeting. Tonkin's shaft is sunk 11 fms. 3 ft. The adit west, on the south lode, is driven 22 fms.; north from ditto, on a north and south course, 2 fms. 3 ft.; north on a second north and south course, 1 fm. The adit south is driven 4 fms. Tonkin's shaft has been communicated with the adit; in sinking the shaft we passed through two east and west courses, from three to four inches wide, each composed of flookan; these, in all probability, are parts of the east and west lode. In the adit west, we regret to state that the lode here has proved unproductive; it averages from one to two feet wide, and is chiefly composed of flookan, and has a promising appearance. In driving the adit we crossed two north and south courses—one two fathoms east of Tonkin's shaft, on which we have opened two and a half fathoms; it is small, from two to four inches wide, composed of flookan and fine sandy mudic, the ground being rather hard, the men have been applied to open on the other, which is eight fathoms further east, and is also about four inches wide, quartz, mudic, and spots of lead. In the adit south the ground has proved very hard—we have given as high as 71. per fathom; there remains yet from fifteen to twenty fathoms to drive to cut the lode, which has been opened on the back, and is from ten inches to one foot wide, in close quarry ground. The men from this place have been applied at different times to repair the adit, which in the north part of the mine is at present in tolerable good condition, but in the south mine is not looking so well, and will require some repairs.

## NORTH UNITED MINING COMPANY.

Nov. 12.—At the three-monthly meeting, held this day, the following accounts were presented:—Labour cost, July, August, and Sept., 2851. 8s. 3d.; carriage, 51. 11s. 1d.; materials, 917. 15s. 1d.; balance against adventurers at end of June, 1411. 12s. 9d.—total, 5231. 18s. 11d. Received call made 15th August, 5000.; for bellows and anvils, &c., 61.; balance, 181. 18s. 11d.—total, 5231. 18s. 11d.; balance due to the purser, 181. 18s. 11d. To pay off the above balance, and for the further prosecution of the mine, a call of 31. per 1-100th share was made, to be paid to the purser on or before the 1st of December.

Nov. 12.—To describe the work done in these mines since our last report, I would begin with our engine-shaft; here we have sunk about eight fathoms below the sixty under the adit level. About two fathoms below the sixty the shaft changed from killas to granite, and it appears to be standing granite. Since in granite, the lode is larger than it was before; it is from three to four feet wide, but I cannot speak of any improvement as to its quality, but I do not think there is so much iron in it as when the shaft was in killas. In the thirty fathom level, west of engine-shaft, we have been expecting for these last two months to cut a north and south lode which is before us—but, by reason of the ground being harder than before, and the north and south lode having a greater underlay than was expected, we have not yet cut it. The only indication we have that it is near is, that we have cut a stream of water close in the end; the lode in this end has much the same appearance as that in the shaft, but not so large. On the north lode, since our last report, we have sunk the shaft about six fathoms; this has been a very hard bed of ground, and is still so, but I believe not quite so hard as it was. The lode in this shaft is now small, and thinly impregnated throughout with grey ore—this is by reason of the ground being so hard. The sixty fathom level, east of north shaft, we have driven five fathoms; here the lode has been generally large, with good stones of grey ore throughout the lode at times. At the forty-seven fathom level, east of north shaft, we have driven, since our last report, about ten fathoms, on a lode that is looking north-north-east; here we expect to cut other lodes that are running across the bay, and at the same time to prove the lode we are driving on. At Carnellow we have sunk, since our last report, about four fathoms; this has brought us down 9 fms. below the adit. Here we have good stones of tin, but as yet not enough to pay for breaking.

## BEDFORD UNITED MINING COMPANY.

Dec. 2.—At Wheal Marquis, the lode in the seventy fathom level east is two feet wide, composed of gossan, spar, and ore, saving work; in this level west the lode has not yet been cut west of the cross-course. In the fifty-eight fathom level east the lode is two feet wide, and worth 81. per fathom; the lode in the winze in this level is two feet wide, composed of gossan, spar, and ore; in the rise in this level there has been no lode taken down. At Ding Dong, we are desuing the lode in the twenty-four fathom level east and west. At Wheal Tavistock, there has been no lode taken down in Phillips's engine-shaft or the twenty-five fathom level west. We are progressing satisfactorily with the cutting of wheal pit for trial of south lode. J. PHILLIPS.

Dec. 1.—The ground in the 115 cross-cut driving. In the 110 fathom level east, on Wheal Jewel lode, the lode is two feet wide, worth 81. per fathom; the 100 fathom level west, on ditto, we have cut through Hodges's cross-course, and have intersected the lode; the west side of it is one foot wide, very promising, with a favourable channel of ground. In the eighty-five west, on ditto, the lode is worth 61. per fathom. In the seventy west, on ditto, the lode is worth 101. per fathom; in the seventy cross-cut south we have intersected Wheal Jewel lode here in the past week, but have not yet cut through it. In the eighty-five cross-cut north, we have cut Buckingham's lode here, the lode is one foot wide, disordered, being near the cross-course, but doubt not, when free from that influence, will prove productive; in the eighty-five west, on the south branch, the lode is one foot wide, containing good stones of ore. In the thirty fathom level east, on Morcom's lode, the lode is two feet wide, unproductive. In the twenty fathom level west, on Tolcarne lode, the lode is two feet wide, with a leader of tin, worth 41. per fathom; in the deep adit west, on Wilkinson's lode, the lode is eight feet wide, composed of spar, mudic, &c. S. LEAN. R. JOHNS.

## BARRISTOWN LEAD MINE.

Nov. 28.—In the eastern end of the old mine the lode is twelve inches wide, producing about half a ton of lead ore per fathom; the stones behind this end, back and bottom, look better, producing one and a half ton per fathom; the rise behind the end is still in slide; the lode in the western end is about eighteen inches wide, producing about half a ton per fathom; we have suspended this end for the present, as it will not be safe to take the ground over it, and the water proceeding from the end is increasing; there is a three fathom slope behind this end, which will be taken away on tribute, and, if advisable when done, we may resume driving at that depth. We have cut a flat-rod shaft this week a lode about eighteen inches to twenty inches wide, ten inches of which is solid lead ore, and worth about from 351. to 401. per fathom; this shaft is six fathoms under the old workings; I suspect it to be the main lode wrought on, thrown back by a slide or fault. The east end on middle lode looks much the same as last reported; we are rising from the cross-cut to let the water into the sump just under kiln shaft, and the tributaries working on this lode will be idle till it is holed; the lode in this rise is about twenty inches wide, producing good stones of ore; we should have done this before, but the air would not admit of two partnerships working in the cross-cut; the lode 200 fathoms east looks better, it is much the same size (four feet), but the lead is in larger branches, and more thickly interspersed; we have not yet cut it in the other trials we are making on the back; the tribute pitch looks much the same.

## GREAT WHEAL MARTHA CONSOLIDATED MINES.

Nov. 28.—On my return from my residence in the neighbourhood of the mine, I beg to offer you my observations respecting the progress of the operations and prospects at your mine, which, from my having frequently visited and carefully watched and directed, you may be assured is correct. At the old mine, from the hardness of the ground, our operations have been slow, but the cost has been confined to develop this part in depth, to effect which the shaft has been sunk to a ninety fathom level, from where we are driving east to get under the ore ground of the last working, and intend sinking in the ore ground, now that we can do so dry; also to cross-cut at the ninety to see the south lode, which was driven upon a great distance at the forty, producing some copper, and promising to be productive in depth; also to sink and rise a winze from the sixty and seventy, to divide the ground for ventilation, and open (if possible) any tribute ground on the western shoot of ore. This will, I consider, give the old mine an effectual trial, and having such an extent of ground, or backs under the ore ground of the former working, will, I trust, be productive of returns. I should also say that the mineral character of the lode in depth, and the increased temperature of the water issuing from the lode, are indications of good results. At the new mine, or eastern part of our sett, I am happy to say that our prospects would justify the outlay of any capital for its full development; our operations have as yet been confined to sinking to a twenty fathom level, and driving at that and the ten fathom, but which drivings have been retarded by want of sufficient power to keep the water that has been seen in them, and shows that the lode in the eastern part is likely to, and has, produced ore of a richer quality than the western ground, and promising to be more productive at a less depth, sufficient to induce my recommending the erection of efficient machinery, which is now in active progress. A shaft is being sunk to take the lode at seventy fathoms in depth, and a deep adit driven, which is gone through the lode, at which level one of these lodes has been driven upon, and produced some ore of good quality, from which I have lately broken some, producing 141. per cent. of copper. This main engine-shaft is to the west of Thomas's shaft, from where the ten and twenty fathom levels are approaching to get under the productive ground, and I am happy to say the twenty end west on Friday last had eighteen inches of ore—a sample of which has been sent me per post by Capt. Prince, which I have had assayed, and proved to contain 101. per cent. of copper. In conclusion, I beg to say that all the operations of your mine are being conducted with due regard to economy; at the same time, the effectual working of them, and that from the present prospects, and the great success of the neighbouring mines, on the same lode, I have no doubt of ultimate success. P. N. JOHNSON.

## HAWKMOOR MINING COMPANY.

Dec. 2.—The lode in the south engine-shaft is sixteen inches wide, composed of mudic and spar, producing good stones of yellow copper ore. The lode in the western engine-shaft is six inches wide, composed of spar and gossan. In the fifteen fathom level, west of Hitchins's engine-shaft, the lode is fourteen inches wide, composed of capel and spar, with a little yellow copper ore; and in this level east the lode is 12 in. wide, composed of capel and spar.—F. RICHARDS.

## HOLMBUSH MINING COMPANY.

Dec. 2.—In the 120 fathom level cross-cut the ground continues favourable. In the 110 fathom level, west of Hitchins's shaft, the lode is small and poor; in the slopes in the back of this level, west of Hitchins's winze, the lode is eighteen inches wide, and worth 351. per fathom; east of ditto the lode is one foot wide, and worth 221. per fathom; in the slopes west of the sump winze the lode is eighteen inches wide, and worth 281. per fathom. In the 100 fathom level, west of Hitchins's shaft, the lode is fifteen inches wide, and worth 111. per fathom; in the south end the lead lode is two feet wide, and worth about 61. per fathom; in the slopes in the back of the 100 fathom level the lode is sixteen inches wide, and worth 301. per fathom. In the ninety fathom level, driving north, the lead lode is one foot wide, at present poor. In the sixty-two fathom level west we have cut another large cross-course, and have not as yet got through it. In the rise in the back of the eighty fathom level, against Bray's shaft, the ground is hard. We sampled at Calstock quay, on Friday last, computed 192 tons of good quality ore. T. RICHARDS.

## TRESAVAN MINING COMPANY.

Nov. 25.—At the two-monthly meeting, held this day, the following accounts were presented:—Amount of cost for Sept. and October, 4859. 10s. 11d. Amount of copper and tin ore sold in August and September, 5099. 11s. 6d.; less lode, 1-20th, 2561. 4s. 6d.—4897. 7s.; received from Trevisky and Barriar, Trethellan, Brewer, and West Trethellan, for water charge, &c., 2861. 9s. 9d.—total, 5123. 16s. 9d.—leaving, as profit for the two months, 2701. 5s. 10d.; balance in hand end of August, 1029. 2s. 7d.—total balance now in hand, 1999. 8s. 5d.

Nov. 25.—The 286 fathom level, driving west of Harvey's lode in this end, is small and unproductive. The 286 is driven to the Barrier within two fathoms; the lode is twenty inches big, worth 181. per fathom. In the 248 east the lode is three feet big, producing some stones of ore. In the 286, east of old east, the lode is large, worth 101. per fathom. The 156, west of western engine-shaft, is within six fathoms of Trethellan; the lode is small, producing some little ore, not rich. The levels on Caddy's lode are still unproductive. Rogers's flat-rod shaft is sinking on the north lode, eleven fathoms below the forty fathom level; the lode in this shaft is six feet big, and has a promising appearance, with some little ore. The forty and thirty fathom levels, driving west, are unproductive, and not very promising. We shall commence sinking the old east shaft, below the 286, next month, in a large and promising lode, 326 fathoms below the surface.

## TRELEIGH CONSOLS MINING COMPANY.

Nov. 28.—In the ninety, east of Christo, the lode is two feet wide, worth about 101. per fathom; the ninety, west of ditto, is driving on a part of the cross-course; in the ninety, west of sump winze, the lode is three and a half feet wide, worth 101. per fathom. Garden's shaft, below the eighty, is in the country, the ground at present hard. In Good Fortune shaft, below the seventy, the lode is four feet wide, but little ore, and hard for breaking; in the seventy, west of ditto, the lode is three feet wide, producing stones of ore, and looking promising. The rise above the sixty, against Symons's shaft, is driven in the sixty fathom level 4 fms. 0 ft. 6 in.; the lode in the rise is two and a half feet wide, producing stones of ore. In Symons's shaft, below the fifty, the lode is three feet wide, worth about 121. per fathom. The fifty cross-cut north is in the country, the ground as usual; in the fifty, west of Symons's, the lode is two and a half feet wide, but little ore; in the thirty-four, west of ditto, the lode is twenty inches wide, unproductive. In the twenty, west of ditto, the lode is two feet wide, with stones of ore. In the adit, west of ditto, the lode is three and a half feet wide, worth about 61. per fathom.—W. SYMONS.

## SOURTON CONSOLS MINING COMPANY.

Nov. 29.—We have sunk a shaft on one of the shode pits ten fathoms deep, whence we have driven a cross-cut north-nineteen feet, nine of which are through the lode at right angles. We then drove on the course of the lode (magnetic east and west) fifteen fathoms, where we again crossed, cut it, and found it the same size as at the commencement—viz., nine feet. In the eastern end of the ten fathom level the lode is not so compact as in other parts, having some portion of capel, and the country (killas) in it; the western end, with fourteen fathoms of the level, is one mass of gossan. In the shallow part of the mine there was no copper visible in the gossan, although I found, by testing it, that it did contain copper; but now I am happy to say I have seen both yellow and black ore in the western end. Up to this time we have been keeping the water by manual power; but, having satisfied ourselves as to the bearing and character of the lode, we shall immediately proceed with our engine-shaft, which we have marked out and set 5 fms. at 35s. per fathom. B. COOKE.

## EAST TAMAR CONSOLIDATED MINES.

Dec. 1.—I beg to hand you my report of the above mines. At Whitson, we are still preparing for putting in the plunger lift at Hitchins's shaft, which will be completed, I expect, by the end of the week. At the south shaft at Whitson we have cleared and secured, in the twenty fathom level, ten fathoms north, and six fathoms south. At Farschill, the engine-shaft is cut down and secured two fathoms, where we have discovered a good silver-lead lode on the footwall; by all appearance, it will pay for cutting down and securing the shaft. At Charlotte's, the pitches are looking very promising; very little variation since last week's report. Our dressing department is getting on very well; we expect to have sixteen tons of silver-lead ore dressed for November, and have an increase by the end of December, as we have set two more pitches at Whitson. B. ROBINS.

## EAST WHEAL CROFTY MINE.

Nov. 26.—At a meeting of the shareholders, held on the mine, this day, the following accounts were presented:—Costs for Sept. and Oct., 3650. 15s. 8d.; ore sold September and October, 4996. 8s. 7d.—profit, 1345. 7s. 11d.; to which add balance end of August, 6382. 12s. 5d.—making a total profit of 4734. 0s. 4d.; from which deduct dividend of 151. per 1-94th share, 14101. leaves a balance now in hand of 3324. 0s. 4d.—The November and December months' ore will leave a profit of more than 20001., and a dividend of 201. per share will be declared, and should the mine continue in its present state, a continuance of the 201. dividend per two months may be depended upon.

## UNITED HILLS MINING COMPANY.

December 1.—In Williams's shaft the lode is two feet wide, ore of good quality. In the eighty fathom level, eastern end, the lode is four feet wide, ore throughout, of fair quality; in the western end the lode is three feet wide, poor. In the seventy fathom level, east of eastern shaft, the lode is one foot wide, producing some good stones of ore; west of diagonal shaft the lode is three and a half feet wide, eighteen inches on the south part ore of low quality; east of James's shaft the lode is two feet wide, producing but little ore; west of ditto the lode is two and a half feet wide, producing ore throughout, but of coarse quality. In the sixty fathom level, east of eastern shaft, the lode is two and a half feet wide, ore throughout, of average quality; west of Harper's winze the lode is three and a half feet wide, but rather coarse in quality; in Harper's winze the lode is two feet wide, ore of fair quality; in the slopes, at the back of this level, east of Harper's winze, the lode is two feet wide, ore of average quality; in the slopes, at the bottom of this level, the lode is five feet wide, three feet on the north part ore of fair quality. In the fifty fathom level cross-cut the ground still continues hard for driving; the diagonal shaft continues hard and troublesome for sinking. At Wheal Sparrow, Gibson's shaft is hoped to again resume sinking in the course of a day or two. In the fifty fathom level the lode has not been taken down in the past week. In the forty fathom level, eastern end, the lode is eighteen inches wide, ore of fair quality, improved since last week; west of Gibson's shaft the lode is two feet wide, not producing any ore; in the slopes the lode is two feet wide, eighteen inches ore of average quality; in the winze the lode is one foot wide, six inches ore of good quality. In the thirty fathom level the lode in Richard's shaft is eighteen inches wide, producing no ore at present; west of ditto the lode is 18 in. wide, producing but little ore. T. TREVENEN. R. WILLIAMS.

## LEWIS MINING COMPANY.

Dec. 2.—Kuskey's engine-shaft is down at the forty-two fathom level, where we are still continuing to drive a cross-cut north to cut the north lode; we are also driving the south cross-cut, where we have intersected four very promising branches, underlaying towards the lode; in the engine-shaft each of these branches produce some stones of good quality yellow ore, and, from their present underlay, we expect their coming together in about ten fathoms sinking. The lode in the forty-two fathom level west is nine inches wide, with some spots of yellow ore. The flat-rod shaft, on Wheal Providence lode, is four and a half fathoms under the thirty-one fathom level from surface; the lode is fourteen inches wide, unproductive at present. At Wheal Nutt the engine-shaft is seven fathoms under the forty fathom level; the lode is two feet wide, saving work for tin, a very promising lode. The lode in the forty fathom level west is eighteen inches wide, producing some tin; in the forty fathom level east the lode is eighteen inches wide, worth 25s. per fm. for tin. The lode in the thirty fathom level west is six inches wide, unproductive at present; the lode in the thirty fathom level east, on north lode, is three and a half feet wide, yielding some tin; the lode in the thirty fathom level east, on south lode, is six inches wide, worth 20s. per fathom for tin. The lode in the twenty fathom level east is nine inches wide, unproductive. The lode in the ten fathom level east is eighteen inches wide, worth 30s. per fathom for tin. Our stamps began to work on the 26th of November last. We hope now, in the course of a short time, to make some return to assist in meeting the expenditure of the mine. S. S. NOELL. P. EDDY.

## TRETRELLAN MINING COMPANY.

Nov. 25.—At the two-monthly meeting, held this day, the following accounts were presented:—Labour cost for September and October, 884. 4s. 9d.; merchants' bills, ditto, 2561. 13s. 8d.—total, 11401. 18s. 6d. Copper ore sold August and September, 1946. 6s. 4d.; deduct 1-15th lord's dues, 1291. 15s. 1d.—1816. 11s. 3d.—leaving, as profit for two months, 6751. 12s. 9d.; with balance at last account 10081. 8s. 9d.—making 16841. 1s. 6d.; from which deduct dividend this day declared of 51. per 1-120th share, 6001. leaves a balance at bankers of 10841. 1s. 6d.

Nov. 25.—The sump shaft is sunk to the 146 fathom level, and we have commenced driving north-east, and expect to cut the lode in about two months. The 136 fathom level south-west is driving to cut the south part of the lode; in the 136 fathom level, east of the flat-rod winze twenty-eight fathoms, the lode is two feet wide, composed of copper ore, jack, spar, &c.—there is about seven fathoms to communicate the above levels; in the 136 fathom level, west of the flat-rod winze eight fathoms, the lode is two and a half feet wide, composed of copper ore, mudic, jack, &c. Pitches much the same as two months since. We expect to raise about 850 tons of ore for the next two months.

## CALLINGTON MINING COMPANY.

Dec. 1.—Johnson's engine-shaft is now down for a 112 fathom level; we expect to commence cross-cutting in a day or two. Driving north at the 100 fathom level we have a very promising lode, although small; the backs will set at 6s. in the 11; in the south end, we are opening ground that will set at 10s. in the 11, on the value of the lead. In the ninety fathom level north the ground we are leaving will set at a moderate tribute. In the eighty fathom level we have the channel of elvans on the footwall, and a compact clay slate, thickly intermixed with branches of quartz on the hanging wall; the lode is fifteen inches big, with good spots of silver-lead ore; will work at 9s. in the 11. At the north mine, no change has taken place at the ninety fathom level in the past week, the shaftmen having been engaged altering the pitwork; the water has been in at this level. In the 90 and 70 fathom levels we are opening tribute ground. The men belonging to the count-house shaft are now cutting a whim plat at the forty fathom level; this will raise the north winding engine, and enable us to prosecute two levels on the copper lode, which have been accordingly set—viz., the seventy east on the copper lode, and the ninety in the same direction, on the Kelly Bray lode. J. T. PHILLIPS.

## FOREIGN MINES.

MEXICAN PACKET.—The *Medway* arrived at Southampton, on Thursday evening, with the mails from the West Indies. Her dates are—Vera Cruz, Nov. 1; the Havannah, 10th; and Mexico, Oct. 30. She brings, on merchants' account, \$285,396; on Mexican Government account, \$83,504; 1899 oz. of gold-dust; 2657 oz. of silver; 142 serons of cochineal; and 30 passengers.

## ST. JOHN DEL REY MINING COMPANY.

Morro Velho, Sept. 28.—Heads working during twenty-eight days, 68-18. The supply of ore has been good, and has been, and continues to be, picked.

## IMPERIAL BRAZILIAN MINING ASSOCIATION.

Gold Report.		Total raised.
From the Stamps.		
1845—Sept. 3 to 10 .....	2 5 3 0	2 5 3 0
11 to 22 .....	2 10 10 0	2 10 10 0
		4 5 13 0
Total from 1st July to 22d Sept. ....		15 65 0 10 0
[About 25000. lb. gold dust is on board the packet.]		

## ALTON MINING ASSOCIATION.

Nov. 25.—The network bargains at all the mines during the first fortnight of this month were but partially worked, in consequence of the stock of powder having been exhausted; the operations subsequent to the arrival of the powder from Drontheim have also been retarded, by the very inferior quality of the steel before alluded to. The arrival of the *Calicut* has now obviated these impediments, and we hope to resume the most productive places under more favourable auspices than have latterly attended the respective workings.

Raipas.—The shallow adit level continues on an ore, but very irregular, lode, subject to frequent contortions from shifts and slides. The quality of the slopes in the bottom and back of the same level appears somewhat improved; but, from the ore being so intimately blended with gossan, flookan, and ferruginous quartz, it will be difficult to speak positively before a parcel is delivered to the smelting-house and assayed. This lode, on the whole, contains more purple ore than for some months past, and, in addition to the best dredge, we are now able to collect a small quantity of prills. The ten fathom level slopes have undergone no change; the lode is large and irregular, and consists principally of yellow and purple ore, disseminated throughout a matrix of heavy spar and carbonate of lime. Notwithstanding the many hindrances we have been subjected to this month, I do not anticipate any falling off in the produce, but, judging from the ores already broken, rather an increase on that of last month.

United Mines.—The improvement alluded to in my last report still continues; the lode in the slope above the forty is large, and yields more ore than for several months past. The produce for this month will be about twenty tons, of 51. to 61. per cent.

Mancur's.—Only one bargain was worked before the arrival of the powder; the returns will, therefore, be proportionately low; we cannot, however, anticipate less than the production of last month. The new slope in the sink, and the foot slope at the entrance of the mine, have been commenced, and after this time we may reasonably expect an increase in the produce of the mine.

Ryper's.—The slopes are rather deteriorated, but not so much as to cause any very sensible alteration in the produce. We may shortly expect to intersect one of the original lodes to the westward of the present workings, and hope that such a circumstance will be attended with a repetition of the good success that has hitherto been characteristic of these lodes in similar cases.

Old Mine.—The workpeople, who cannot be dismissed before the winter has



fully set in, are now employed in collecting halvans for the stamps, and smalls from the old stulls for the separators against the spring. Very little dredging ore is now found—consequently, the account of the operations must show a loss until the halvans can be returned. As soon as the superfluous hands can be sent to Sweden, the expense of selecting the halvans will be materially reduced.

**New Lodes.**—The further exploration of these is now, of necessity, postponed to the spring of next year.

**Ore Dressing.**—Small quantities of ore were returned through the stamps during the first week of this month; the frost having now set in severely, has put a stop to our proceedings in this department until the spring.—S. H. THOMAS.

#### UNITED MEXICAN MINING ASSOCIATION.

**Guanajuato, Oct. 24.**—*Mine of Rayas.*—Little or no variation has been observed in the productive workings, or in the sales of ores on joint account with buscones, as will be seen by the following comparative statement:—

4 wks. end.	Picked ores.	amt. sales.	Outlay.	Excess of Outlay.
Sept. 20.—Ca. 2371 04	88,558 2 4	816,887 2 4	88329 0 0	
Oct. 18. " 2404 00	8,357 3 0	16,839 6 0	8482 3 0	

On the other hand, the works of research have not yet realized the expectations entertained in respect of early and effective produce from some of them, whilst others have so changed in character and prospects, that it has been deemed expedient to discontinue them altogether for the present, or until the returns from the mine shall have become greater, with the view of equalising the expenditure with the present produce, as mentioned in my last letter. The ores produced for sale account of the mine during the last four weeks, have, moreover, been of less value than formerly, but still yield a profit over and above expenditure, which I hope will be increased again ere long.

**Oct. 27.**—I have nothing further to add to my letter by last post, in respect of this mine, except that a slight general improvement throughout the workings has been reported to me since that date. The sale on the 24th inst., of ores on joint account with buscones, amounted to \$4155 6, which is a small improvement on the preceding week.

**Remittances.**—The exchange at Mexico on London is likely to be a little more favourable by this packet than formerly, and I have, therefore, requested our agents to remit you a bill for 4000L., to the order of the chairman of the court, by the present packet, provided it be convenient to them to receive payment for the same by a specie remittance from hence by the Mexico conducto to leave next week. In a contrary case, the amount will be remitted to you by the following packet; and by the Tampico conducto of December, I have no doubt, a similar sum, if not more, will be forwarded in specie, out of my ways and means for shipment to the directors.

J. N. SHOOLBRED, Manager.

**Note.**—The Bill of Exchange for 4000L., above referred to, has been received by this packet.—London, Dec. 5.

JOHN MATHER, Secretary.

#### ANGLO-MEXICAN MINING COMPANY.

**Guanajuato, Oct. 24.**—*Asuncion.*—During the month this mine has produced the following results:—

	Memoria.	Sale.	Loss.	Profit.
Sept. 27. ....	4663 5 3	8704 2 0	8111 4 3	
Oct. 4. ....	411 5 3	1084 6 0		\$130 5 9
" 11. ....	510 1 1	562 5 0	228 6 7	
" 18. ....	491 2 6	906 5 0	88 0 0	
			\$428 2 10	\$130 5 9
Loss in four weeks .....			130 5 9	
			\$297 5 1	

The average weekly produce of ore was 1834 cargas, and the average price was \$435 per carga, which shows that the ore have again decreased in price. Mr. Parkman's reports (which I herewith inclose) exhibit a very poor prospect for the mine.

**Sirena.**—The account from the 13th September to the 11th inst. has been received; but, though leaving a profit to Mr. Parkman of \$204 0 6, it affords no participation to the company, because the profit does not reach the amount specified in the agreement, and this is attributable to the very heavy memorias.

#### Mr. Parkman's Report.

**Sept. 27.**—The buscones in this week have produced 209 cargas of ore, which sold for \$704 2. The memorias for the week being \$468 5 8, there results a loss of \$111 4 3. There is scarcely a doubt that the prices paid were very low, but this evil can only be remedied by the discovery of better ores, which shall call a greater number of purchasers, and, therefore, create competition. The sales may, I think, be restored, but to effect the desirable object, a moderate expenditure beyond the produce of the mine may be required, and, in my opinion, the interest of the company would be advanced thereby.

**Oct. 4.**—The buscones in this week have produced 196 cargas of ore, which sold for \$1084 6. The memorias of the week (\$411 5 3) being deducted from the one-half of this amount pertaining to the company, leaves a profit of \$130 5 9. There was an improvement in the quality of the ore, and also in the prices paid. In the two works of a speculative nature now in progress, I estimate the expenditure at something less than \$100; thus far there has been no change of moment therein, but the prospects are such as, in my opinion, to justify persevering.

**Oct. 11.**—The buscones have in this week produced 180 cargas of ore, which sold for \$562 5. The memorias of the week being \$610 1 1, there results a loss of \$228 6 7. The prices paid for the ore were extremely low. The speculative works in progress have not produced any positive results as yet, but from day to day I am in hopes of some discovery that may serve to cheer the present gloomy aspect of affairs in this most variable of mines.

**Oct. 18.**—The buscones have in this week produced 150 cargas of ore, which sold for \$806 5. The memorias of the week being \$491 2 6, there results a loss of \$88. In the speculative works nothing particularly worthy of notice has occurred; one of them, which has been converted into a cross-cut in solid ground, is lately giving some promising indications; of the ultimate success of these works I still entertain what appears to my mind well grounded hopes. The mine of Asuncion has passed through more discouraging, and far more expensive trials than the present.

#### REAL DEL MONTE MINING COMPANY.

**Mineral del Monte, Oct. 28.**—Your dispatches of the 30th of August arrived here on the 21st of October, and it is with much regret that I observe the nature of my late communications have been such as to create disappointment and uneasiness in the minds of the directors; but I am convinced it will be seen that the circumstances, which gradually tended to bring the company into the position which it has arrived at, have been beyond my control, and cannot be avoided. In a great extent, the water has been a hindrance to the general management; but I have never lost sight for a moment of the importance, and, indeed, absolute necessity, of being prepared for such mutations, but these frequently come upon us so suddenly that it is almost impossible to find a remedy at the instant. Other important circumstances materially tending to reduce the returns have occurred during the present year, which no foresight could have prevented I allude to the sudden increase of water at Dolores, and Acosta. At the former place it presented us from following down some rich ore in the Aviladero level, and in the latter, from following down the ores in the La Luz workings on the Santa Brígida vein, and which also made it necessary to erect an additional steam-engine on the San Pedro shaft. This engine I have now the satisfaction of stating was put to work on the 22d inst., and is well put out of hand; it has a six-foot stroke, and draws a ten-inch bucket, and delivers twenty-four and a half gallons of water per stroke. At present she is going at the rate of twelve strokes per minute—or equal to 294 gallons. This, added to that drawn by the old engine—494—makes a total of 788 per minute. The water has been lowered in the last seven days about ten varas, and the Aviladero level is nearly dry once more; I hope we shall soon reach the bottom of the shaft, but the stream issuing from the level is very large. I trust, however, it will, after a little while, abate, because it is difficult to believe that a stream so suddenly met with, can continue without diminution. The uniform results given by the barrel beneficio at Sanchez for a long time past, and comparing it with all the other processes which have been tried on the ores of this district, have fully demonstrated that it is the best and safest plan to adopt, and this seems to be the general opinion of the people here, who have taken an interest in these matters. I propose, therefore, that we now exert every means in our power to proceed with care and vigour to increase the means for reducing ores by this plan; first, by making the alterations noticed in my letter of the 27th of August, at Sanchez, and following it up by commencing operations at San Antonio.

This important work, it is evident, will absorb a large sum of money; a greater part of which, however, will be for materials, such as quicksilver, salt, &c., but which only require to be laid out a short time previous to our commencing making returns. With respect to the expenditure for the necessary buildings, and erections of water-wheels, &c., I trust the mines produce will be sufficient to supply funds here. When this establishment is completed, I consider the company will therefore be safe, as it would enable us to reduce a large quantity of low ley ores, of which class there are an abundance, and if the returns from the azogue ore can be increased sufficiently to cover the expenditure, the produce of smelting ore might then be calculated upon as profit. In my letter, dated 28th July, you will have observed that we entertained doubts here, if the Dolores engine was capable of drawing the whole of the water from the mines on the Biscaina vein, in case the Terreros engine was suspended, and, in order to insure this, we made preparations to substitute a fifteen-inch for the present twelve-inch plunger lift; previous to making this alteration, however, the water was allowed to rise in Terreros to the level of the Aviladero, which occurred on the 7th inst., or about a fortnight after the suspension of the engine, and it is now satisfactory to state, that no difficulty is found at Dolores in keeping the water under, this engine working at about eight strokes per minute. By Captain Maffing's letter, dated 24th inst., you will be informed of the present state and general prospects of the negotiation. It will be seen that, on the Biscaina vein, the workings of San Enrique, below the 137 vara level, east of San Cayetano, are continuing very promising and productive, and were it not that the deep workings are down to the level of the water, which obliges us to use hand pumps, we should be enabled to get very good and steady returns of smelting ore. The produce of ore from this place, during the last four weeks, was 382 cargas of azogues, and 167 smelting ore; the average assays of the azogues from 18 mos. to 16 mos. per monton, and the smelting from 120 mos. to 150 mos.

The Santiago level, driving west of Dolores, is now a very important work, and we are pushing it with all possible dispatch; it wants still about seventy varas to reach a point opposite San Enrique workings, from whence we propose to drive a cross-cut north, through the lode, by which means twenty-seven varas of high ground will be drained. From the easy nature of the ground, and the progress at present making, we may expect this desirable and important object will be obtained in the early part of next year. At Acosta, since the new engine has been at work, the water has been lowered in the San Pedro shaft ten varas—it has, consequently, had the effect of draining a great extent of ore ground on the Santa Brígida vein, in the workings of La Luz, particularly the plan

of San Cayetano, from which I expect a good supply of ore for the next two months; the quantity of smelting ore, however, is very uncertain, but the azogue is abundant, and contains a very fair ley. By the statement of cost and returns for September, herewith forwarded, it will be seen that the mines' cost amounted to \$25,844; general expenses, charged on produce, amounted to \$26,867; and the balance was \$1,023—making a total of \$52,711. The returns from the haciendas were forty-one bars, the value of which amounted to \$47,803, showing a loss of \$1315; it should be borne in mind, however, that this month being the end of the quarter, the costs were increased, especially under the heads of general expenses, alimentos, &c. We have this day commenced removing the large water-wheel at Regla, to be replaced by a new one, and to change tooth and pinion wheels of the arrastres. I hope the whole will be completed in about twelve days, when we shall immediately proceed with the work at Sanchez; that, in the meantime, I propose to go on good & poor, taking in materials at San Antonio, such as timber, &c.; of the latter article there is already a pretty stock on hand, and as the expenditure will, for some time to come, be principally confined to labour, it will not be seriously felt.

#### BOLANOS MINING COMPANY.

**San Clemente, Oct. 15.**—Since my respects (17th ultimo), I am in receipt of your secretary's letter, last August, to which I reply.

**Zacatecas Division.**—**San Clemente.** SAN NICOLAS, CUCILLA, and MALAQUILLO.—I have called all these mines by the name of San Clemente sets, because they are all worked through one road, and the ore brought up the San Clemente shaft.

**Partido.**—Although the quantity of ore raised is maintained, its value has declined, in consequence of the deterioration of the ores broken in the workings of Santo Tomas. This week, the buscones have quite abandoned this spot; and we shall experience a great falling off in the produce, until we surrender the remains of our last reserves to the buscones.

**Recovery Work.**—Since that the fortnight, the ends of the San Clemente shaft, La Luz, have shown signs of improvement. They have each a vein, of a few inches width, of good ore, and we must hope that it will increase in quantity, and help to restore prosperity to these sets. The end of Santo Tomas continues as last advised, with a similar stripe of ore; but some weeks' work have been lost in this bargain, on account of the high pretensions of the workmen; it is now driving again. The west end of Bargaena has continued barren, as well as those of San Fernando and Dios nos Guile. The south cross-cut, from the mine of San Nicolas, has cut the lode, and we are seeking in complete waste.

The shaft of San Nicolas was finished sinking at the end of last month, and the cross-cut commenced towards the lode, under the name of La Merill—wince of San Esperidion, near the general shaft of San Clemente, on the level of San Esperidion. I commenced this trial three weeks since on a vein branching to the south-east from the vein of San Clemente, on which the buscones had occasionally been working. The wince is now sunk about six varas, and the ore has been found gradually and continually improving, and in the bottom it is now of quarter vein width, and of the richest quality. On the week ending 4th inst. the workmen filled about nine cargas, and, on that ending 11th inst., will, no doubt, have twenty, which will already leave a good profit over the costs of the work, and, if it should continue to any distance, and allow workings to be opened upon it, it will prove a discovery of great value. The vein is not known anywhere else.

**SAN FRANCISCO DE PAULA Mine.**—Partido.—There has been a further increase in the number of hands at work on partido, and, consequently, in the produce of ore, which may now be considered to average at least eighty cargas weekly for our share, the ley of which, taken at 15 mos., will cover the whole expenses of the mine, and it is likely to increase still further, so as to leave a surplus of profit; and you will remember, that by far the best ores, and most abundant yet seen in the mine, are covered by water in the wince of Buen Suceso.

**Tuturkos.**—The wince of San Miguel, on the Rayas lode, now close upon the 125 vara level, has, this week, cut a bunch of rich ore of quarter vara width, and precisely of the same description as that we are now breaking in the rest of the mine; the next also is the case, so that it is probable that the lode of Rayas will be found to be continuous with a narrow vein of rich ore, but the working has suffered frequent interruption, owing to the unsteadiness of the workmen. In the east end of 125 vara level we have not yet reached the solid ground for the continuance of this end; the want of the shaft for the removal of the old rubbish, which fills these old workings, renders our progress dilatory and difficult; both these ends are essential to open ground for buscones.

**VITA BELLA Mine.**—The ore we had in the wince has disappeared. If the ore lately discovered in Rayas lode, in the wince of San Miguel, prove permanent and of value, it will be necessary for us to resume our trials in Vita Bella Mine at a greater depth, especially at the junction of the two lodes.

**CELESTINA Mine.**—The sinking of the shaft has continued favourable, but timber is still required; the total sinking, including the outcropping, is now forty-five varas. I have determined to go down with the shaft as far as possible, before cross-cutting into the lode, which would immediately inundate the shaft with water; by this means we shall sink with economy and speed, and, when we do cut the lode at a respectable depth, it will be once open, so that it is probable that the lode of Rayas will be found to be continuous with a narrow vein of rich ore, but the working has suffered frequent interruption, owing to the unsteadiness of the workmen. In the east end of 125 vara level we have not yet reached the solid ground for the continuance of this end; the want of the shaft for the removal of the old rubbish, which fills these old workings, renders our progress dilatory and difficult; both these ends are essential to open ground for buscones.

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**CELESTINA Mine.**—The sinking of the shaft has continued favourable, but timber is still required; the total sinking, including the outcropping, is now forty-five varas. I have determined to go down with the shaft as far as possible, before cross-cutting into the lode, which would immediately inundate the shaft with water; by this means we shall sink with economy and speed, and, when we do cut the lode at a respectable depth, it will be once open, so that it is probable that the lode of Rayas will be found to be continuous with a narrow vein of rich ore, but the working has suffered frequent interruption, owing to the unsteadiness of the workmen. In the east end of 125 vara level we have not yet reached the solid ground for the continuance of this end; the want of the shaft for the removal of the old rubbish, which fills these old workings, renders our progress dilatory and difficult; both these ends are essential to open ground for buscones.

#### VICTORIA IRON-WORKS, MONMOUTHSHIRE.

VICE-CHANCELLOR'S COURT, DEC. 5.

**FRAZER v. HALL.**—This long-pending case, which has excited so much interest in the iron mining districts, but particularly in the counties of Monmouth and Gloucester, was appointed for judgment this morning by his Honour Sir Launcelot Shadwell, Knt. (Vice-Chancellor of England). There had been a motion made on the 20th of November last, for production of documents, containing the opinion of Sir John Bayley, and several other proceedings, which was resisted on the ground that the documents were confidential communications between the defendant, Sir Benjamin Hall, and Messrs. Freshfield, his solicitors, after the contest between the parties had arisen, when the Court postponed judgment.

His Honour, on entering the court this morning, in addressing the bar, said:—The matter stands in this way, the plaintiffs in this case represent the Monmouth and Gloucester Bank, and the defendant (Sir Benjamin Hall) the proprietor of the Victoria Iron-Works, in Monmouthshire; and the plaintiffs obtained judgment in 1843, having applied to the High Sheriff of Monmouth on the subject. It struck me that a very serious question had arisen under the lease of 1836, and the fact of the issuing of the fiat. I could not help thinking that it ought to be seen how far there was a binding agreement, that I have carefully examined the circumstances, and my opinion is, that there was no binding lease, and that the documents were privileged, and not to be produced.

**HORSELEY IRON-WORKS.**—These extensive and well appointed works, situated at Tipton, advertisements for the sale of which, by auction, have appeared in our columns, were sold on Monday week by Mr. Danks, the auctioneer of Dudley, in one entire lot. This establishment has long been celebrated as one of the most complete in Staffordshire, containing immense foundries, capable of carrying on a business of any extent, two blast-furnaces, powerful steam-engines, cranes, boring, turning, planing, punching, screwing, drilling, and slotting machines of every description, finished in the very first-rate style by Nasmyth, and Sharp, Roberts, and Co., and equal, perhaps, to any in the kingdom. There are extensive workshops for every department, and the whole is lighted with gas made on the premises, which are entirely surrounded by a wall, except where they abut on the canal. Mr. J. J. Bramah, of Ashwood-house, was the purchaser for 6340L., and we understand it is his intention to put them immediately into full and active operation, which will add to the prosperity of the neighbourhood, by giving employment to a large number of hands.

**ARTIFICIAL MARBLE.**—We have, on a former occasion, drawn attention to the discovery of a process of manufacturing an artificial stone, possessing the workable qualities and appearance of marble; the inventor and patentee of which is Pryce Buckley Williams, Esq., of Lledogid, Montgomeryshire. Various attempts have from time to time been made to produce an article that could be used for various purposes for which statuary and ornamental marbles are now employed, but the principal objections have been—either the impracticability of cutting them with the chisel for statuary, from their extreme hardness and flinty nature; or, on the other hand, from their softness and consequent want of durability. The composition under notice may be used for all statuary and other purposes, where a pure white is required; or it may be veined, coloured, and grained, to make more ornamental works, such as chimney-pieces, vases, tables, slabs, monuments, &c. The following is the description of the materials and the process:—The base of the composition is sulphate of barytes, reduced to an impalpable powder, and mixed with some flux, such as fluor-spar, quartz, borax, &c. For the production of a fair specimen of white marble, take of sulphate of barytes four parts, by weight, crown glass one part, and dried borax about one-fourth of the weight of the crown glass; these are finely pulverised and intimately mixed; then, placed in a covered vessel, trough, or pot, according to the size and shape required, placed in a furnace, and subjected to an intense heat—a glass furnace, for instance, would answer the purpose, though the patentee includes in his specification a peculiar description of furnace, and completely adapted to the purpose. It is necessary to heat the pots before putting in the ingredients, and every precaution must be taken to exclude all carbonaceous matters, which would convert into a hard refractory mass, totally unworkable and useless; for this reason, the pots should not be put into the fire until it is clear, and no unconsumed carbon floating about, or they should be carefully covered up, and the heat be allowed to play around them freely; when the composition is completely agglutinated, or melted, which is ascertained with a trial-rod, it is formed into moulds to form blocks or slabs, as may be required, and allowed to cool very gradually in a part of the furnace from which the intensity of the heat is cut off. The pots, or melting vessels, must be made of the best fire clay, and all carbonaceous matters carefully excluded from their composition, and the result will be, if the manipulation is carefully attended to, a compact solid substance, closely resembling statuary marble, the finest. When it is required to produce grained, or veined, marble, the patentee employs those metallic oxides which are not volatile, and which are used for the same purposes by porcelain manufacturers.

**WHEEL COATES.**—A paper on this mineral, by W. M. Tweedy, Esq., was read at the Royal Institution of Cornwall, on Friday week—particularly descriptive of the pseudo-morphous character of the crystals of sandstone and feldspar from Wheel Coates. The absence of Mr. Henwood from England was much regretted, as that gentleman could have contributed much valuable information. On the surface of the mine, and scattered over the surrounding country, are numerous masses of a decomposing elvan, containing large and distinct crystals of feldspar. The weathered surfaces present numerous cavities, which have hitherto contained such crystals; and in the interior of the mass, the feldspar crystals are generally much disintegrated, being converted into a soft, friable, arenaceous clay. The elvan also contains large crystals of quartz, which do not appear to be as regularly crystallised as the feldspar. It likewise contains some schorl and talc; the latter especially prevails in the arenaceous matter, which has, in many instances, replaced the feldspar crystals. With the exception of the great lode, the lodes in Wheel Coates are generally small; and except that in which the crystals (which form the subject of this paper) occur, have not proved very productive. They are in granite. The direction of the great lode is nearly east and west; the smaller lodes generally bear south of east, crossing it diagonally. In it scarcely any tin is found, but it carries a good deal of iron and some manganese. The lode in which the pseudo-morphous crystals have been found carries its head about sixteen degrees south of east, and from its containing a large quantity of sand is called the sand lode. This sand is commonly aggregated into large nodules, in which the tin crystals are found. The sand lode contained numerous fine strings of rich tin ore, running through the sand. It had its regular walls, and was at the intersection, and for some distance on each side, about three feet high, which gradually decreased to about five or six inches; and as the lode became smaller, instead of sand, it was composed of schorl rock, with a felspathic base of a light colour, containing a good deal of talc, and a considerable portion of tin. As the distance from the great lode increased, the sandy colour of the schorl rock changed; it became more compact, and contained less tin and less talc, and the felspathic base became of a darker colour. As this lode went eastward, it dwindled to almost nothing, and passed into a vein of China clay of very good quality. A parallel lode which ran about sixty fathoms north made very fine bunches of tin in quartz.—The tin crystals were generally found mingled with the sandstone crystals in the centre of the balls of sand, the tin crystals predominating where the sand contained most tin,



**Sp. Argentea Consols.**—The appearance of this mine is of the most promising character; about 180 bibles, which will yield twenty tons of good ore, have been brought to surface from the lode, which is cut into about eleven feet, without reaching the opposite wall. Fifty pounds has already been given for shares, and parties are eagerly looking them up, as they are daily expected still further to advance. Since writing the above, we are informed the lode improves in richness as they advance through it, and that parties have offered 1000 per share, without being able to obtain them—holders remaining firm.

**EXTENSION OF MINING IN CORNWALL.**—Honey-combed as the county of Cornwall is with the shafts, levels, and cross cuts of the miner, it would appear as almost hopeless task to find a corner which has not been, in some degree, productive. The neighbourhood of Boscawen has, however, hitherto not been worked to any very great extent; and we are glad to learn, from a correspondent, that considerable mineral riches may be expected here also. Several silver lead lodes are visible in the cliffs, which have been inspected by practical miners, and the proprietor strongly recommended to have them worked in a spirited manner. Two drifts have accordingly been driven on the lodes, clear of high water mark, which carry leaders of fine ore from twelve to eighteen inches wide, of a very promising character. A shaft is sunk from one of these, intended to go for a twenty fathom level, and in now twelve fathoms below drift, with very little water, in firm ground. No machinery is as yet required, excepting a hand winch, and the ore can, therefore, be raised at a trifling cost. The undertaking is said to hold out favourable prospects.

**WHEAL MARY MINING COMPANY.**—A meeting of adventurers was held at the Bull's Head Inn, Callington, on the 25th ult., in accordance with a notice convening the same. As a preliminary to the proceedings, an objection was started by Mr. W. SNELL to the presence of a correspondent of ours, who had been authorised to attend the meeting on behalf of a distant shareholder, who, finding it inconvenient to be personally present, had furnished him with full powers to act as occasion might require. Mr. Snell's appeal to the meeting, as to the propriety of allowing Mr. Badge to represent a shareholder, meeting the concurrence of the majority of the company, the adventurers adjourned to another room, to transact the business for which they had met. We are given to understand, as the result, that the mine was increased to 1024, instead of 256 shares, which she was previously in, and a call was declared necessary.

**KINCROFT MINING COMPANY.**—A general meeting of this company was held at Liskeard, on the 24th inst., in accordance with notice convening the same, when a call of 11 per share was deemed necessary to complete the erection of the steam-engine, &c. From the report read at the meeting, the most perfect confidence was restored in the minds of the shareholders that she would ultimately confirm their most sanguine expectations. Details of the meeting will be furnished in our next Number.

**WEST WHEAL FRIENDSHIP MINING COMPANY.**—A meeting of adventurers was held at Tavistock, on Tuesday, the 24th inst., when a further call of 20s. per share was made. The prospects of the mine were considered so promising that the company deemed it necessary to have the deed prepared immediately; the adventurers having been hitherto working on a letter of license from the proprietor of the land. The mine is divided into 256 shares; dues 1-14th, term of twenty-one years. Shares have readily realised from 10l. to 11l. per share.

**ROTHALLACK.**—In consequence of an anticipated advance of price in tin, 8000l. worth has been kept back from sale, and which has prevented the payment of the usual dividend at the last account. Surely, if there were no other grounds for this proceeding than a vague anticipation of a rise, the shareholders have no cause for gratulation on the wisdom of their directors. When a mine is in a state to pay regular dividends, those dividends should be punctually ready at the expected time, as the mere excuse of waiting for an anticipated rise in the price of ore is very likely to give rise to awkward suspicions, and is sure to have one injurious effect—that of lowering the price of shares in the market.

**NORTH WHEAL RULEY.**—This sett is about a mile square, situate in the parish of St. Juliet, near Boscawen, in the county of Cornwall, held under a lease of twenty-one years, from Messrs. Bennetts, Jose, and Sewell. In one part of the sett there are two parallel east and west lodes about fourteen fathoms distant or apart from each other, with a third "caunting" them both. On the north of the two, a few fathoms have been driven just below the surface, where it is from two to three feet wide, composed of gossan, peach, and mundie. A cross-cut is now being driven north to intersect the south lode, which is nine feet wide, just at its junction with the caunter. The adjacent country consists of killas, profusely interspersed with mundie. In another part of the sett is a lead lode, which has been cut at three fathoms deep, and found to be six feet in breadth, composed of kindly spar, containing good stones of ore, rich for silver. The late abundant rains having saturated the land, further sinking is at present prevented. A general meeting of the adventurers is announced for the 15th inst., to be held at the Royal Hotel, Plymouth. The mine is divided into 256 shares, conducted on the cost-book system.

**SOUTH WHEAL MARIA.**—This sett is divided only by the narrow stream of the River Tamar from the Great Maria sett, which lies to the east. The shaft is about fourteen fathoms, and it is expected that the water will be kept with the whim to the twenty-five. The adit level progresses towards the great cross-course, which has within the last few days been cut good for lead. There are five east and west lodes, both the extreme north and south of which have been cut in the above pits (ore lodes); the water at present is very quick, and more power will soon be wanted. The usual monthly reports will, in future, regularly appear in our columns.

**DEVONSHIRE GREAT CONSOLS.**—We observed in our last Number on the exceedingly favourable prospects held out by these mines, and which we are only able to confirm, but to state, that "Maria" is certainly proving one of the most extraordinary lasses either Devon or Cornwall ever had the honour of producing. The lode which we stated last week had been cut at the forty fathom level is represented in the official report, presented at a meeting on Tuesday week, to be (as far as seen) twenty-two feet wide; its south wall, not reached, worth 2000l. per fathom, and adding 300,000l. to the value of the mines. A dividend, amounting to 15,960l., part only of two months' profit, is now in course of payment, leaving several thousand pounds in hand, besides the sale of ore the produce of last month, which amounted to 10,878l.

**EAST WHEAL TAMAR MINES.**—A very important discovery has been made at Whitson; in clearing up the twenty fathom level, a leader of silver-lead ore, about twelve inches in size, was found standing in the back, producing about a ton of ore to the fathom. 16 tons of ore, raised in November, has been sold, averaging 17l. 10s. per ton. About 20 tons is supposed will be sampled for December, which will pay the costs of working.

**EAST WHEAL SETON.**—In consequence of the very promising indications discovered in this mine, the adventurers have determined upon erecting an engine, and it is confidently expected the copper ore in the shaft will hold in depth. The adit level is being driven on the course of the lode, and the back thereof is stoned on tautwork. There is a sale next week of twenty-eight tons of ore, and the mine is divided into 120 shares.

**WHEAL PROSPECT MINE.**—In the parish of Cardinham.—In the sixteen fathom level three distinct lodes have been discovered, producing good stones of copper ore. 1800l. has been expended in opening the mine, and purchasing the necessary machinery for drawing the water.

**WHEAL ST. CLEER.**—The engine-shaft is in course of sinking to the fifty fathom level, being now about five fathoms under the forty. At the thirty fathom level the lode was found very promising, and, on driving a cross-cut a few fathoms from the forty, a good bunch of tin has been discovered. Preparations are being made for the erection of stamps, and making of floors for dressing the same. She continues to hold out the same promise that has been ever entertained of her.

**SOUTH WHEAL TRELANNEY.**—The lode has been cut here six feet from the surface; it is two feet big, with a fine gossan, and spots of lead.

**MEAVY CONSOLA, near Tavistock.**—Operations have been lately resumed on a strong ore lode, and the sett is held in great estimation in the neighbourhood; she is divided into 512 shares, which have been selling freely at 4l. 10s.

**WHEAL KEKEWICK, near Bodmin.**—From the appearance and the richness of the lodes, and the nature of the stratum in which these lodes are imbedded, there does not exist a doubt with any practical miner that she will ultimately produce great profits to the shareholders, and it is anticipated that, in a short period, the further development of the lodes will warrant the same expectations.

**SOUTH CARADON.**—This mine, from which we regret its management will not enable us to give reports of its progress, is, we have been informed, looking better than for some months previous, and a dividend of 1280l. (profit on two months' working) was declared on the 25th ult.

**WHEAL SALISBURY, near Liskeard.**—A meeting of the shareholders in this promising adventure is convened for Thursday next, the 11th inst., at 2 o'clock, for the purpose of auditing the accounts and making a call; the result of the same we purpose giving in our next Number.

**COPPER ORE FROM NEW SOUTH WALES.**—The packet (Capt. Weller) arrived at the London Docks on Friday, the 11th inst., from Sydney, having a valuable general cargo, with a sample of about 1000 lbs. of copper ore raised in that colony, and two boxes of bullion of 8 grains each.

**MUSEUM OF ECONOMIC GEOLOGY.**—This museum, established in Craig's court, and supported by annual grants from Parliament, has so far outgrown the means for its accommodation, and its importance has become so fully appreciated, that the Commissioners of Woods and Forests, in whom the management is vested, have purchased thirteen houses, on which to form the site for the erection of a new and commodious building, the entrances to which will be both from Jernyn-street and Piccadilly. The spot is between Eagle-court and St. James's Church, on the side nearest the Haymarket; and for this purpose, the building materials, fittings, &c., of four houses in Jernyn-street and five in Darby-court, a thoroughfare to Piccadilly, have been sold by auction. The museum in Craig's-court is now very complete in many departments, particularly coal and stone, from all the leading mines and quarries in the kingdom.

## IMPORTATION OF AUSTRALIAN COPPER ORES.

SIR.—As the ores imported from Australia, from their richness and quantity, are now attracting considerable attention, both at home and abroad, I beg leave to inquire, under what regulations they are admitted? whether they pay duty, and to what amount? if there is any distinction between Australian and other foreign ores? and to what port are they consigned?

COLONIUS.

Holloway, Dec. 2.

[We cannot better answer the inquiry of our correspondent, "Coloniua," than by giving him the following account of a parcel of Australian copper ore consigned to the house of Cockerell and Co. of London, and re-shipped to Swansea—on the metal contained in which there is a duty of 11 per ton, but not on the rough ore. On the 16th of October, a parcel of copper ore arrived in London, per the *William Wice*, and re-shipped to Swansea, per the *Harmony*. This ore was weighed out to purchasers, 40 tons 2 cwt. 2 lbs. by water, 5 tons 2 cwt. 2 qrs., dry weight 40 tons 20 cwt. 2 qrs.; price, 24l. 11s. 6d.; total, 1006l. 19s. 9d. The produce was 284; standard, 94. On this, the dues paid were as follow:—Freight, 6s. per ton, and 5 per cent., 144. 6s. 7d.; harbour dues 3s. 7d.; duty at 11s. and 5 per cent., 12l. 16s. 8d.; bank commission, and ninety-six days' interest, 4s.; various expenses, such as landing, crushing, quay dues, assays, weighing in and out, and sundry expenses, 15l. 19s.; and commission, 24l. 1s. 9d.; total, 677. 11s. 2d., leaving as net proceeds 939l. 8s. 7d., remitted by bill due Nov. 18, to which date a discount was charged of 3l. 19s. 9d.]

## THE PORTS OF THE ASTURIAS.

SIR.—I have for some time past read, in the *Mining Journal*, some interesting and sensible articles on the ports of Aviles, Gijon, and Rivasdelas, and being interested in the matter, I have applied to my friend, Senor Zifuentes, at Gijon, for the purpose of getting facts that may be relied on. These facts I offer to the public through your very useful *Journal*. I beg, therefore, that you will insert my letter to Senor Zifuentes, and his answer thereto.

NOAH COWARD.

TO SENOR PEDRO ZIFUENTES, GIJON.

DEAR SIR.—I believe that you are well acquainted with the ports of Aviles, Gijon, and Rivasdelas. To the south-west four miles; five miles further to the west Cape Peñas is Cape Negro, in the mouth of the bay of Aviles, and the intermediate coast is sloped and level, where there are to be found the points of Arcas and Llampero with islets, and in the creek which they form is the sandy ground of Berdicio, and follow in the coast the Cape Cornejo and point of home. The river of Aviles has very little depth, and is so narrow that even coasting vessels seldom frequent it.

Gijon, Nov. 12.

TO MR. COWARD.

DEAR SIR.—In answer to your inquiry, I beg to say, that as I now find the ports, I think the following relative calculations may be relied on:—

From Rivasdelas to Gijon, 11 miles.

From Gijon to Aviles, 11 miles.

From Aviles, it would be utterly impossible to get vessels under any circumstances to take away that quantity of coals at any stated time. For further information on the entrance and river of Aviles, I beg to hand you the following from the work of the justly celebrated Brigadier of the Spanish navy, Don Vicente Zafra, entitled *The Coasting Pilot of the Coast of Spain*.

"To the south-west four miles; five miles further to the west Cape Peñas is Cape Negro, in the mouth of the bay of Aviles, and the intermediate coast is sloped and level, where there are to be found the points of Arcas and Llampero with islets, and in the creek which they form is the sandy ground of Berdicio, and follow in the coast the Cape Cornejo and point of home. The river of Aviles has very little depth, and is so narrow that even coasting vessels seldom frequent it."

## MINING IN THE ASTURIAS.

SIR.—In your valuable journal of the 11th October last, I find two articles, dated from Gijon, one on the 21st, the other on the 24th Sept.; and as, in the latter of these, my name is exhibited to the public in very strong terms of a highly prejudicial character, I beg the favour of your inserting the following observations, which, to my friends, and those who know me, will (I expect) be looked upon as an unnecessary intrusion upon your important time, whilst those with whom I have not the honour of an acquaintance, in the absence of some reply to such an article as the one above referred to, may carry with them impressions highly injurious to my private interest, and to that also of the company with which I have the honour to be associated.

Being the individual so prominently set forth in the one article, it necessarily follows, that I must also occupy a very conspicuous figure in the one with which I am about troubling you; but the circumstances of the case will, I trust, plead ample excuse for the steps I am taking. The letter, dated Gijon, 11th September, implies, that the writer has weighed me in his scale (which, by the way, is a very shattered instrument, in more respect than as the weighing of any mine, for in each person's intelligence, and a thousand others. To this, and other charges of a similar character, I shall say nothing, but the following brief memoir may speak for me, and will, I trust, plead my cause, which to me is important in the first degree, inasmuch that my character constitutes the leading feature of my "stock in trade," and that robbed from me, I shall be poor, very poor, indeed. I know, therefore, that you will not hesitate to extend to me that protection and justice which your valuable paper has ever been wont to do, both in reference to persons as well as the mining interest with which you are so much conversant, and, indeed, justice to you and the public requires that I need not state that I have been associated with mining from my earliest infancy; and at a proper age, I commenced working in the capacity of an operative miner, and for taking that step I had many reasons, but none were more marked in my estimation than that of acquiring a perfect knowledge of a science to which I have ever been devotedly attached. On my reaching my twenty-second year, I had not only gained the esteem and confidence of a very large circle of miners and mining gentlemen, but was honoured with their recommendations as a person competent to undertake the management of any mine, &c. A list of the gentlemen who have accompanied me on the management of any mine, &c. in whose service I have been for the last nineteen months; and when I shall have concluded my three years' engagement, I doubt not but my exertions, and attention to its interest, will enable me again to return to my friends and supporters with "proofs positive" that their confidence in my character has not been abused or misplaced. With this conscientious impression, I fear only the effects that the prementioned article may have made upon those to whom I am not known. However, I hope this letter, and your inquiry, will protect me from such cowardly and unjust attacks in the future. I shall, therefore, add a few words should be said in reference to the person who has so copiously contributed to your paper; and, after that, make a few additional notes in reference to his production.

It is evident that the gentleman is my personal enemy, and it happens that that gentleman, too, is known, as will be seen in this already lengthy letter will be closed. About the end of August, and the early part of September, an Englishman made a tour to the whole of the mines enumerated in his letter; and, in more than one instance, he is the only one of my countrymen who has visited the ground during the present year. Therefore, it would seem evident that the "bird is in full view"; but there is another proof—viz., that (as if fate would have it so) the very self-same person unwearily "unearthed his own fox," at Mieres, by informing an English party there, that he was then on a tour of inspection to the mines, with a view to make a report, which he should lay before the public—at which time, also, he made use of terms in reference to O. H. Matthews, so closely resembling those in your paper, that the add party, in reading the article referred to, at once stated there was no credit to be given to the author. The name of that individual was also used. Now, this scribbler, before said, is an avowed enemy of mine, and why? because I would not recommend the working of a series of tiny mineral developments, which he called mines, and in which he is largely interested. Instead, therefore, of having the public weal at heart, or that of furnishing you with anything like honest and correct information, private grudge, and personal interests alone, constitute the basis of his letter.

The letter in question states, that I have given to the world some very extraordinary reports. This may be; for it will be remembered, that we are within the range of the theatre of extraordinary terrestrial convulsions. A faithful report, therefore, of any section of such a country must necessarily partake somewhat of that character, even to the best informed; but more especially to an individual like my *humbly*, who is in the habit of calling carboniferous shale "beautiful killas," and reversing the cardinal points in reference to mineral veins, with the exact same freedom and presumption that he has headed his article, "Mining in the South of Spain," when every school boy should know that the Asturias is the very northern boundary of that country. As regards the mines under my management, and to show the utter unworthiness and inaccuracy of the information your correspondent has placed you in possession of, I refer you to my reports, and my working plans and sections, which are at the Asturian mining office, with this simple addition, that not only are they paying the monthly cost, but yielding a surplus equal to a very large interest on the capital expended. Such is the case at present, and the appearances are of a character to warrant a large increase of produce at a very early date.

For your private information and guidance, permit me to say, that the author of the article, and the individual to whom he wishes (very naturally too) such hearty success, &c., in one of the best mines of the Asturias, is one and the same person; and to convince you that I am not wrong in this decision, I enclose you a specimen of his writing and signature, together with that of his clerks, in one or other of whose hand writing I will was 99 to 100 that the article in question will be found. Moreover, as his interpreter was a "idiot of Gijon," and accompanied his employer to that port about the 7th or 8th of September; and whereas he, too, in speaking of the port of Gijon, calls it the "southern part of Spain," I think we have again a clue to the whole scheme; and so sure am I that, in this instance also, the chances are 99 to 100, that the pilot's letter will be in the hand-writing of one or the other of the enclosed autographs. It will be well, therefore, for your readers to again peruse the said articles, when probably they may impute new impressions, or rather different ones to those first made.

Allow me to avail myself of this opportunity to thank my unknown Helston friend for his kind letter, and to subscribe myself,

Yours, &c.

O. H. MATTHEWS.

P.S.—May I beg the favour of your sending the *Journal* which will contain this letter, and the result of your inquiries, addressed to "Noah Coward, Esq., manager of Infesto Mines," to whom it will prove interesting.—*Rivasdelas*, Nov. 19.

[Comments on this letter from us, or remarks respecting Captain Matthews, would be superfluous; neither was the list, forwarded by him, of respected and influential gentlemen to whom he is known, requisite—such being perfectly unnecessary, as that gentleman is, we presume, sufficiently known in the mining districts of Cornwall, with which he has been heretofore connected.]

## WEST WHEAL ROSE MINING COMPANY.

SIR.—My attention has been recently called to an adventure called the "West Wheal Rose Mine," Angarrack, near Hayle, Cornwall; and in this age of speculation, it must be conceded, that the greatest caution is expedient ere anything of that character is embraced. It has occurred to me that you would pardon my trespass upon your valuable columns, in the hope that some one of your accredited correspondents might afford some information in the shape of possibilities, or high probabilities, as to the enterprise above alluded to.

Lambeth Dec. 4.

M. S.

## BEST METHOD OF USING IRONSTONE.

SIR.—Knowing that practical men do not agree regarding whether it is better to use ironstone immediately after it is calcined, or to have it calcined several months before using it, I would be obliged to you if you allow me to ask, through the medium of your paper, the opinion of your numerous readers on this subject—also, the reasons for their opinion.

A. H.

Lugar Iron-Works, Nov. 29.

## ON THE GRANTING SETTS IN CORNWALL.

SIR.—A is the proprietor in fee of the surface and under ground right, in a mine which is working, and divided into 128 shares, and in which A is also an adventurer to the extent of thirty-two shares. In granting a sett, ought A to grant the entirety to B and C, himself then coming in on the cost book, as a co-adventurer with the other adventurers; or should he, in the grant, reserve his one-fourth, and granting to the other adventurers the three-fourths only, or ninety-six 128ths?—Your opinion will oblige, yours truly,

Cornwall, Nov. 29.

A SUBSCRIBER.

[The case put by our correspondent is an exceedingly plain one. He must grant the whole sett to one or more individuals, and his holding thirty-two of the shares, of course, gives him legal title to a proportionate share of any advantages which may be derived; while it does not preclude his receiving his dues as lord of the soil. Many lords are large shareholders.]

## ADVERTISEMENT.

### THE MINING LEASE OF LAMERHOOE.

SIR.—When a person, known to you, and assuming to himself the distinguished position of "A Correspondent," sends you, for insertion, that which purports to be a report of any public meeting connected with the mining interests which you advocate, I presume you require that the account, if it be not given verbatim, shall at least be generally correct. If you keep not your correspondents within some such limit, a public journal is removed from its sphere of usefulness, and becomes a public evil. I write not this as censure upon your *Journal*. I have ever remarked its independent spirit, and its continued and zealous advocacy for genuine mining adventure; but I thus commence because I intend to show you that you have been grossly imposed upon by the "Correspondent" for whom, in your last week's *Journal*, you inserted a report of the meeting of the shareholders of Lamerhooe, held upon the 20th ultimo. He has abused your confidence, by introducing a report which is a *time of falsehood and misrepresentation*. Having already attested the truth (saving a few typographical errors) of two reports upon Lamerhooe—the one appearing on the 8th ultimo, and the other on the 22nd,—and having also addressed to you a long letter upon the 28th, relative to a misrepresentation in the *Railway Herald*,—I had hoped I should not again be under the necessity of requiring to be allowed the favour of a reply. I do not know your correspondent; I look only at that report, and I pronounce the writer to be devoid of honour or of veracity. If he is a man of any matter in dispute, a certain latitude should be given for diversity of opinion; but where a man professes to relate matters which have passed at a public meeting,—where he professes to give you the substance of documents which were then read, and of which copies were taken—it behoves him to adhere strictly to facts; and if he reports falsely, he cannot shield himself beneath the plea of unintentional misrepresentation.

I have no hesitation in saying that, in the whole report of the meeting of the Lamerhooe shareholders, as reported by your correspondent, there is not a single statement which was there given, that is faithfully reported. There is not a single letter or document which was then read, which is fairly or correctly rendered; but that, on the contrary, agreements are said to exist, and are explained, which were not produced at that meeting, and never had any existence—false interpretations are placed upon documents which were then produced, and which, if quoted, instead of explained, by your correspondent, would have told their own, and a very different, tale—most unaccountable transpositions of names take place, rendering a plain and simple history so intricate and unfathomable, that had your correspondent's intention been simply to mystify and mislead, he might well congratulate himself in having created the most perfect confusion.

Having, in consequence of an attack in the *Railway Herald*, been induced to publish a history of the mining lease of Lamerhooe, and such having appeared simultaneously with the report of your correspondent, I have no doubt that some of the documents therein introduced, have already afforded a refutation to many of the statements of your correspondent; but less persons interested should not be able (from the amiable confusion which your correspondent has created) to place his statements, and the statements which I have made in my letter, and which you have given in your reports, together with the documents produced by me, in juxtaposition, I must beg, once more to produce the documents themselves, which were read upon that occasion, as opposed to the interpretation of your correspondent. I shall not occupy your columns by going through the whole (though all alike deserves my attention)—it would make my reply too voluminous. I shall give you one or two specimens, and leave a refutation of the remainder to be obtained by your correspondent, the correctness of the documents will be evident, and which are evidently errors in type; and then, as the *Railway Herald* (speaking as the organ of parties interested) falsified my overture to the shareholders, I shall again publish my "proposed remedy" for all the evils, and then bid them accept or reject it, as they feel disposed. One or two exceptions only made, I am not indebted to the shareholders of Lamerhooe for even common courtesy. I shall not seek them again. If they wish for information, they shall seek it, and obtain it through my solicitors, who will be instructed to give them that to which they are entitled, or that which will assist in the adjustment of disputes.

I now revert to the mis-statements of your correspondent. In the first place, he says, "In January last, Mr. Thomas became acquainted with Mr. Snell, and a deed was mutually signed, by which Mr. Hugh Snell offered to him (Mr. Thomas) the mining set of Lamerhooe." I never said any such thing. I said I was agent of Mrs. Williams, in taking mining sets as my own name; and that I formed a connection with Mr. Hugh Snell, "for selling shares on commission only, of any new sets, which he or his sons might wish to sell." "Mr. Thomas," he says, "never was in treaty for the estate. His name was never known in the matter, until I authorised its introduction into the lease, long after the treaty was closed. I have 'the best authority' for saying, if it had been known that Mr. Snell was to have had any participation therein, I never should have obtained the sett from Mr. Lethbridge. I never made such statement as your correspondent asserts—nor is it the truth. The participation of Mr. Snell in the estate of Lamerhooe was before, because he gave me useful information, and because he agreed to sell 300 shares at 5s. each." "What purpose," he says, "the correspondence existed between myself and Mr. Snell, for a matter of business between us. Such I have invariably required at his hand; and I was thus particular, because Mr. Snell was a stranger, and because, at the time I made such arrangements, I had just suffered a most ruinous loss from being unable to prove a signature to the agreement which, in consequence of my confidence in the parties, had not been attested. The second 'error' I shall notice relates to the letter sent to me by Mr. G. W. Snell, upon the purchase of the outstanding lease from Scoble Willerford. Your correspondent says, 'The assignment of the property was then made by Mr. Thomas to Mr. Snell, he was informed that the lease had been obtained, and an assignment would be immediately effected upon his paying the sum of 100l. for the same.' Now, this letter says no such thing. Your correspondent could have given it verbatim, for a copy was taken for the company. The words are—'I saw Mr. Willerford at Exeter on my return from London, and got from him the sett of Lamerhooe estate, granted by the present owner's father, and which sett he endorsed over to me, upon my paying him the sum of 100l., being his last upon the deed.' This, Sir, is the manner in which your correspondent introduced documents, instead of quoting them. But why does he not go on and give the sequel? Immediately after I read this letter, I read also another, from Mr. Head of Exeter to my solicitor, in which he sends an extract from the schedule of Scoble Willerford, and therein, upon the day when Mr. G. W. Snell charges me with paying 100l. on my account, Mr. Willerford's books acknowledge only the sum of 25l., and shortly afterwards there is another entry—'returned to Mr. Snell, 25l.' I said, further, that on the 10th of April, Mr. Snell gave me a memorandum of payments made on account of Lamerhooe, and that he there also charged 100l. as paid for this lease. I said, also, that underneath the assignment, was written in pencil, by Mr. Snell, 100l.

I ask, what can this false reading of one document, and the omission of all other circumstances connected therewith, mean? Why has your correspondent lent himself to such misrepresentation, and so abused your confidence? If he be a friend of Mr. Snell, rather let him advise that gentleman to come forward, at the eleventh hour, explain the meagre discrepancies, and render me the accounts which I have asked of him; or, if he will do himself the justice of an explanation,—but I obtained no reply.

Your correspondent, after misquoting the letter relative to Scoble Willerford, and passing entirely over the subsequent remarks, says—"The Chairman (Mr. Edwards) said that he was, and had every reason to be, exceedingly chary in this matter. In his position as chairman, he would not suffer anything to be laid before the meeting, unless Mr. Thomas intended to found a resolution upon the statements he had made—statements which he reflected much on gentlemen with whom Mr. Thomas had been connected, and was of a totally private character; nor did he think that the shareholders present had anything to do with the matter which Mr. Thomas had thought it right to introduce."

This objection to hear my statements certainly did take place. But it was overruled by me; inasmuch as I said the legality of the assignment of Scoble Willerford was a point with which the shareholders had to do—because, if that assignment was valid and legal, they could set Mr. May's claim at defiance; and there would be no necessity of my making propositions relative to the right of Mr. May, as purchased by Mr. Williams. I also said I had been charged with suppression of facts, and I would read all.

Your correspondent allows that the objection was overruled, and that I proceeded with my statement; but he omits altogether the next part of the proceedings, which the chairman (Mr. Edwards) wished to shut out, but which I did read. The document is not an unimportant link in the affair; and, therefore, your correspondent could not have omitted it as a non-essential. It is "the document" upon which the parties first interested—either individually, or through their agents—agreed to become lessees under the sett, for which I had contracted. It is the document which authorises the present division and sale of shares. In fact, it is "The Original Cost-Book."

We, the undersigned, do hereby agree to take the mining set of Lamerhooe estate, and work the same under the name of Great Wheal Maria. The mine is to be divided into 2048 shares;—168 of them are to be appropriated in the following manner—viz., 128 shares to Mr. J. J. Lethbridge, and 40 to Mr. G. W. Snell, as per agreement (these were in payment for his professional services); Three hundred of the remainder of the shares are to be sold at 5s. a share, for the purpose of raising the necessary sum of money to take up the sett, &c.; &c. The shares are to be held by him free of all calls for the first twelve months, after the working has commenced. As witness our hands, the 4th day of April, 1845.

FRED. S. THOMAS.

JOHN EDWARDS.

"Witness, HUGH SNELL." "WM. SNELL, per pro G. W. SNELL." After reading this agreement, I explained to the meeting that, instead of 300 shares, 360 had been entrusted to Mr. Snell and Mr. Edwards for sale at 5s. per share, which were to produce 1800l.—that such shares were sold, and the money received by Mr. G. W. Snell, as our joint solicitor,—that he was authorised therefrom to pay for the lease 1000l., and to repay to himself the 100l. said to be paid to Scoble Willerford, as also the charges of Messrs. Cooke and Shelton for drawing the sett,—and that the remainder (say 800l., which it now appears to be) was to be divided among the parties originally interested, but which sum had never been accounted for by Mr. Edwards or Mr. Snell. Three or four letters were then read by me, demanding accounts—also, demanding an inspection of the intended lease from Mr. Lethbridge, and the assignment from Scoble Willerford. These letters formed very important links in the affair before the shareholders, but your correspondent never even hints that such subjects were brought forward. Could an impartial correspondent have omitted so large a portion of the proceedings of the day? or, will you again be inclined to employ him to report for your *Journal*?

Your correspondent then goes on to give his "version" of discussions which arose; but he has so transposed names, and so altered positions, that I really do not know where to look for my own acts, or the acts of others. It is perfect confusion. He states, "Thus







## Current Prices of Stocks, Shares, &amp; Metals.

STOCK EXCHANGE, Saturday morning, 7.30 a.m.

Bank Stock, 1000	100
3 per Cent. Reduced Ann., 100	100
Consols for Account, 100	100
Exchequer Bills, 100	100
Belgian, 44 per Cent., 100	100
Danish, 3 per Cent., 100	100
Dutch, 3 per Cent., 100	100
Portuguese, 3 per Cent., 100	100

## THE SHARE MARKET.

MINES.—A re-action, we are happy to observe, is evidently taking place in the mining share market, and an unusual degree of prosperity marks the progress of a very large number of mining undertakings. On referring to our share lists for the last few weeks, it will be seen that a general improvement has been gradually taking place; holders of shares have remained unusually firm, and no mining shares have been offered at the auction sales, at the Hall of Commerce, for some weeks. It is rather a singular circumstance, that while in railways no sales were effected. We give in another column reports from Mexico, which are in general satisfactory, particularly the United Mexican Company, who have received a considerable remittance (4000*l.*), and another equal, if not larger, sum, promised by the December Tampico contract. A gradual, but evident, improvement is taking place in mining property, which we trust will be of a permanent character, convinced that with capital rightly directed, backed by energy, perseverance, and well-judged economy, it is a most legitimate and profitable investment for capital.

RAILWAYS.—As we stated in last week's Journal the grand test, or reckoning day, as to the stability of the numerous railway schemes intended to be applied for during the ensuing session of Parliament, was looked forward to with the greatest anxiety from one end of the country to the other, not only by money-making jobbers and heedless speculators, but the public in general, as the late panic had produced a universal feeling of mistrust among all classes in the investment of their money in railway shares or scrip. The day has passed, and the market has once more assumed that healthy and stable appearance, without which business never can be conducted with honour and security to a great commercial and monetary nation like England, where such vast and important interests are at stake. The favourable news received by the last American packet as to the amicable settlement of the differences existing between this country and the United States—the opening of the ports for the importation of foreign corn—the early meeting of Parliament, and the prospect of the dispatch of business, have all tended to induce consideration of the repeal of the obnoxious Corn Laws, have produced a new stimulus in the share market, and some extensive transactions have been entered into, not only in the City, but at Bristol, Manchester, Liverpool, Leeds, Glasgow, &c., in paying lines, and even in some of the new ones, although with great caution; on the whole, the share markets throughout the kingdom have not had for a long time past so business-like an appearance, and shares in general are on the rise. There is very little doubt that, during the next session, there will be some stringent regulations passed respecting railway schemes and railway management, that will be highly beneficial to the public, and prevent the recurrence of what has passed. To give some idea of the rush of business that must have occurred among the lawyers and other employees, to get their bills, &c., deposited within the period necessary, we give the following enumeration of the various lines, plans, sections, and books of reference, which were deposited with the Board of Trade up to twelve o'clock on Sunday night last, and which is stated to be a correct register as far as the returns have been made. As a check against bubble schemes, and to ascertain the bona fides of the promoters, the Board of Trade has been obliged to examine a large number of schemes, and to give a certificate of approval to those which are considered to be of public utility. The following are the names of the schemes, and the names of the promoters:—*1.* The North York and North Eastern Railway, from York to Hull, via Pocklington and Beverley, which was promoted by the Manchester and Leeds Company, has been given up, and a similar one projected by the Hudson, M.P., and the North Yorkshire Railway, and to receive the support of both companies. (Mr. Hudson has most generously granted a free passage in third-class trains for all shipwrecked seamen passing to the north, and has received the thanks of the Shipwrecked Fishermen and Mariners' Benevolent Society.) The Great Western Central has informed their shareholders that their plans will not be ready to deposit for next session, but the line will be carefully surveyed, and an application made for an Act in the session of 1847. The Brighton, Dorking, and Arundel Amalgamation, and their letters of allotment yesterday week, and they state that they shall not call for the deposits until the plans are lodged, and they guarantee that not more than 7*½* p. per share shall be expended without the consent of the shareholders. They also state that the deposits upon 5000 shares allotted to the provisional committee, have been paid up; had other provisional committees acted with equal openness and integrity, their lines at the present time would not have been in such dispute. It appears that the Dudley and Birmingham Junction Railway project has been abandoned, and much to the credit of the promoters, that the whole of the proceeds are to be returned without any deduction whatever. The Manchester and Milford Haven directors, having found the difficulty of securing the services of surveyors, rendered it impossible to complete the plans and sections, and the directors, under the circumstances, determined not to press forward operations, and have announced that they shall postpone application until the session after next. In the meantime, the shares have been allotted, and a call of 2*½* p. made in the first instance; the remaining deposit of 2*½* p. is not to be called for until the company is prepared to go to Parliament. The works on the Ashford, Thane, and Canterbury branch, rapidly approaching completion, and will, in all probability, be opened on the 1st of Jan. Those of the Brighton and Chichester, between Worthing and Chichester, are proceeding with the utmost expedition, and the company are in expectation that the entire line will be completed in the course of the ensuing spring. The operations in forming the Brighton, Lewes, and Hastings line, are proceeding with despatch. Foreign shares have been, on the whole, improving.

The following is the increase for the twenty-one weeks in the present half-year on the following lines, as compared with the corresponding period of 1844:—

Chester and Birkenhead	28,910	Manchester and Birmingham	17,896
Eastern Counties	32,564	Manchester, Bolton, and Bury	1,597
Edinburgh and Glasgow	11,352	Manchester and Leeds	20,488
Glasgow and Greenock	18,577	Midland Company	6,586
Glasgow, Paisley, and Ayr	3,307	North York and North Eastern	20,161
Great Western	35,209	Preston and Wyre	4,801
London and Birmingham	105,163	Sheffield and Manchester	11,025
London and Brighton	16,209	South Eastern	41,149
London and South-Western	11,560	Ulster	16,111

\* Including Bristol and Birmingham.

LEADS, THURSDAY.—We have had better markets during the week than for some time past; stock is not pressed upon the market, and sellers are firm at daily advancing rates. The depression and panic of the last month have only confirmed the opinion we have expressed at various times, as to the consequence of the enormous speculations indulged in during the months of July, August, and September. Now that the crisis has passed, a re-action is inevitable; but, we apprehend, we should be too sanguine if we were to indulge for the present any expectation of a return of prices—scrips more particularly—to within many degrees of their former level; at the same time, we believe, really good and sound schemes will be no longer confounded with the mere bubbles of a day, but will command a proper value in the market. It has rarely been the case, under any circumstances, that the dividend-paying public stocks have remained for any length of time at such a price as to pay purchasers more than 5 per cent. Nothing, therefore, we suppose, but the great scarcity of money can have induced holders to sell Manchester and Leeds (5*½* p.) at 7 p.; Manchester and Bury at 6*½* p.; Manchester and Leeds at 12*½* p.; Great North, 40*½* p.; Hull (halves) at 14*½* p., premium, or Trent Valley at 11*½* p. premium; the last with 10 per cent. guaranteed on 20*½* p., the first paying 5 per cent. to 12*½* p. premium, and the others, 6 per cent. or more, at the above rates. Prudence and caution on the part of speculators will do much to restore confidence, and, in the absence of further unfavourable intelligence from America, we look forward to a better state of things.

R. B. WATSON, TROTTER, &amp; BAILEY.

HULL, THURSDAY.—Prices during the week have been little more than nominal. Yesterday and to-day, however, a decided improvement has taken place, and the demand for all the sound stocks is good.

MINERS' WICKHAM'S SALES BY AUCTION.—MONDAY.—Buckinghamshire (43*½* p.), 40*½* p.; Durham and Enniskillen (52*½* p.), 41*½* p.; East Lancashire (28*½* p.), 28*½* p.; Gloucester and Worcester (42*½* p.), 42*½* p.; Great Western of Bengal (5*½* p.), 7*½* p.; Great Southern (45*½* p.), 5*½* p.; East Indian (5*½* p.), 5*½* p.; Great Western of Bengal (5*½* p.), 7*½* p.; Great Southern (45*½* p.), 5*½* p.

ern and Western—Irish (74*½* p.), 100*½* p.; Trinidad (50*½* p.), 41*½* p.; Lancaster and Carlisle (60*½* p.), 51*½* p.; Great Indian Peninsula (52*½* p.), 7*½* p.; Nottingham and Boston (37*½* p.), 33*½* p.; North Staffordshire (42*½* p.), 101*½* p.; Lynn and Ely (105*½* p.), 100*½* p.

THURSDAY.—Airmath and Fortnash (37*½* p.), 64*½* p.; Boston, Standard, and Birmingham (32*½* p.), 20*½* p.; Buckinghamshire (42*½* p.), 32*½* p.; Bridgewater and Minehead (42*½* p.), 32*½* p.; Direct Western (37*½* p.), 31*½* p.; Essex and Suffolk (37*½* p.), 17*½* p.; Gloucester, Abergystwyth, and Central Wales (37*½* p.), 35*½* p.; Isle of Man (40*½* p.), 41*½* p.; London, Hounslow, and Western (40*½* p.), 23*½* p.; North Staffordshire (32*½* p.), 107*½* p.; Northumberland and Lancashire Junction (43*½* p.), 30*½* p.; Rugby and Huntingdon (40*½* p.), 37*½* p.; Scottish Central (150*½* p.), 230*½* p.; Shrewsbury and Wolverhampton (55*½* p.), 46*½* p.; Barbours (20*½* p.), 16*½* p.; Dutch Rhineish (100*½* p.), 145*½* p.; East Indian (5*½* p.), 5*½* p.; Great Western of Bengal (5*½* p.), 10*½* p.; Trinidad (50*½* p.), 41*½* p.

MESSRS. LAMOND'S SALES BY AUCTION.—THURSDAY.—Calcutta & St. George's Point (7*½* p.), 10*½* p.; Dunstable, London, and Dublin (103*½* p.), 101*½* p.; Great Indian Peninsula (52*½* p.), 7*½* p.; Irish North Midland (27*½* p.), 13*½* p.; Boston, Standard, and Birmingham (32*½* p.), 20*½* p.; Northampton, Banbury, and Cheltenham (40*½* p.), 40*½* p.; London and Manchester-Railway (105*½* p.), 75*½* p.; North Staffordshire, Churnet, and Potteries (43*½* p.), 107*½* p.; Lynn and Dereham (100*½* p.), 100*½* p.; Shrewsbury and Birmingham (50*½* p.), 62*½* p.; London and York (50*½* p.), 50*½* p.; London and Blackwall-New (30*½* p.), 64*½* p.; Cornwall (100*½* p.), 75*½* p.; Scottish Midland Extension (30*½* p.), 29*½* p.; Great Western of Bengal (5*½* p.), 10*½* p.; Jamaica Junction (30*½* p.), 30*½* p.; ditto South Midland (30*½* p.), 32*½* p.; Hungerford-Railway (35*½* p.), 45*½* p.

FRIDAY.—Metropolitan Junction (52*½* p.), 64*½* p.; 40*½* p.; Dudley, Malesy, Brocton, and Iron Bridge (52*½* p.), 45*½* p.; Calcutta Extension (50*½* p.), 55*½* p.; Great Kent Atmospheric (50*½* p.), 40*½* p.; London and Windsor (30*½* p.), 14*½* p.; Great Western of Bengal (5*½* p.), 10*½* p.; Northampton, Banbury, and Cheltenham (40*½* p.), 40*½* p.; Dutch Rhineish (100*½* p.), 145*½* p.; North Staffordshire, Churnet, and Potteries (43*½* p.), 105*½* p.; Direct Northern (50*½* p.), 35*½* p.; Buckinghamshire (42*½* p.), 42*½* p.; Lynn and Dereham (100*½* p.), 90*½* p.; Italian and Austrian (60*½* p.), 42*½* p.; Isle of Wight (52*½* p.), 42*½* p.; Irish North Midland (27*½* p.), 17*½* p.; Midland and Eastern Counties (32*½* p.), 32*½* p.

## PRICES OF MINING SHARES.

BRITISH MINES.			BRITISH MINES—continued.		
Shares.	Company.	Price.	Shares.	Company.	Price.
4000	Bedford	25 <i>½</i>	128	Takenbury	10 <i>½</i>
100	Botolph	175	250	Trenow Consols	170
10000	New British Iron, regis.	10	120	Trevisey and Barrie	61
100	ditto ditto, scrip.	10	5000	Treleigh Consols	6
8000	Blancavon	50	3600	Tamar Consols	3
130	Brewer	40	6000	Tincroft	7
128	Buckdick Consols	40	128	Treveland	12
100	Cartholm Consols	20	1024	Trelawney Consols	1
100	Barristown	17	256	Ting Tung	37
100	ditto Tor Tin Mine	9 <i>½</i>	4000	United Hills	5
5000	Con. Tretol Mining Ass.	3	100	United Mines	300
128	Coheen	20	6000	Wicklow Copper	5
114	Charlestown	240	512	West Forey Consols	40
3200	Charleston Lead Co.	3	328	West Franco	23
100	Hawthorn	5	128	West St. Andrew	63
2500	Cook's Kitchen	8	127	Wheel Virgin	20
1000	Carn Brya	15	256	West Caradon	40
1000	Callington	18	3845	West Wheel Jewel	10 <i>½</i>
256	Caradon Wh. Hooper	9	100	West Trethellan	5
256	Caradon Consols	45	128	Wheel Rose	40
256	Caradon Copper Mine	47	256	West Wheel Tolgus	16 <i>½</i>
256	Caradon United	19	100	Wheel Harriet	5
100	Caradon United	19	128	Wheel Peuroes	20
128	Craig Braws	120	128	Wheel Providence	16
1900	Combarthin	51	68	Wheel Clifford	500
240	Craddock Moor	3	60	Wheel Albert	10
128	Condurrow	10	128	Wheel Basset	10
1000	Copper Bottom	1	128	Wheel Acland	13
1024	Devon & Courtney Con.	1	256	Wheel Sierston	22 <i>½</i>
100	Dunbarton	5	128	Wheel Sierston	150
1000	Dunbarton	5	200	West Sieton	23
10000	Durham County Coal	45	128	Wheel Henry	10
128	East Pool	5	128	Wheel Hope (Zennor)	14
94	East Wheel Croft	450	256	Wheel Hope	7
128	East Wheel Rose	50	4000	Wheel Martha Consols	3
128	East Wheel Albert	1	130	Wheel Trevelyan	15
1000	East Wheel Albert	1	256	Wheel Trevelyan	10
9000	East Tamar Consols	1	107	Wheel Trevelyan	10
128	East Wheel Sieton	23	128	Wheel Catherine	52
512	Fowey Consols	80	256	Wheel Providence	72
2444	Graham & St. Aubyn	50	256	Wheel Robins	12
100	Great Consols	1000	128	West Wheel Treasury	12
1000	Godolphin	35	256	West Wheel Shepherd	2
256	Gosnold	20	128	Wheel St. Cleer	21 <i>½</i>
1000	Hilbert	23	128	Wheel Reeth	1
1000	Holmhead	14	256	Wheel Gill	17 <i>½</i>
128	Hallenbeagle	25	128	West Gargoll	2
1000	Holmhead	14	256	Wheel Mary	4
1000	Holmhead	14	1000	Wheel Concord	10
800	Hawknor	3	68	Wheel Venland	24
1000	Harrowbarrow Old Mine	12	256	West Wh. Friendship	10
256	Herodfoot	3	128	Wheel Prospect	4
128	Ivy Tor	16	256	Wheel Victoria	3
160	Lanarth & Penstruthal	150	340	Westerlake	3
128	Lanarth & Penstruthal	150	1024	Wheel Maria	1
1000	Levi	1	256	Wheel Fortuna	1
128	Lundcott	3	340	Wheel Fortuna	1
256	Lampo	5	128	Wheel Pollard	5
20000	Mining Co. of Ireland	7	512	Wheel Sarah	23
2800	Marke Valley	10	256	Wh. Cleveland	23
200	Manterow Consols	104	256	Wh. Mexico	2
70	North Bosker	620	256	Wheel Rosecastle	24
200	North Holmhead	15	256	Wheel Trevelyan	104
200	North Holmhead	15	128	Wheel Trevelyan	23
256	North Wheel Rose	21	—	Wheel Plymouth	11
256	North Treburget	21			
100	North Pool	11			
15000	Northern Coal Co.	23			
128	North Wh. Providence	21			
600	Old Debatable State Co.	25			
1000	Old Consols	508			
256	Penhallow Moor	5			
128	Pen-y-Cefn Mine	50			
100	Penrith	30			
10000	Rhymney Iron	50			
256	Rose Consols	10			
1000	Rosehill Hill	1			
2500	Silver Valley	1			
128	South Wh. Basset	43			
128	South Wh. Francis	50			
256	St. Austell Consols	6			
256	South Wheel Rose	2			
256	South Wh. George	9			
256	South Trevelyan	44			
256	Sourton Consols	5			
128	Trethellan	5			
128	Trevelyan	40			

## FOREIGN MINES.

FOREIGN MINES.		
Shares.	Company.	Price.
5000	Alten Mining Company	14 <i>½</i>
15000	Asturian Mining Co.	5
10000	Anglo-Mexican Co.	100
2374	Banco de Mexico	25
2000	Bolano	150
1500	Dito Scrip	15
10000	Brazilian Imperial	21
10000	Cata Branca (Brazil Co.)	64
10000	Cobre Copper Co.	40
8500	Colombian Co. Regis.	55
10000	Dito Scrip	48
10000	Conjugo Mining Co.	14
20000	General Mining Ass'n.	20
5051	Mexican Company	59
12000	Mocanas & Co.	25
20320	Rio del Monte, regis.	28 <i>½</i>
1000	Rio del Monte, regis.	28 <i>½</i>
1000	Rio del Monte, regis.	28 <i>½</i>
7000	Royal Santiago	10
2000	Pacheca Mines	3
11000	St. John del Rey	15
43174	United Mexican	28 <i>½</i>

## RAILWAY TRAFFIC RETURNS.

Name of Railway.	Lgth. Rwy.	Present actual cost.	Last Div.	Traffic Returns.	
				1843	1844
Arbroath and Forfar .....	15	£140,782	22½ p. c.	£158 15 4	£177 3 9
Bicester and Birkhead .....	10	520,640	21	556 1 9	430 9 5
Dublin and Drogheda .....	32	631,258	4	652 6 3	584 4 0
Dublin and Kingstown .....	6	349,736	0	597 9 8	569 0 0
Dundee and Arbroath .....	17	153,598	4	322 7 2	298 5 1
Durham and Sunderland .....	19	302,118	2	672 10 3	1036 11 0
East Counties & North & East .....	124	4,090,328	5	6196 14 1	3634 8 6
Edinburgh and Glasgow .....	46	1,686,226	6	2418 2 4	2063 6 0
Glasgow, Paisley, and Ayr .....	51	1,104,773	6	1838 1 3	1472 7 1
Glasgow, Paisley, & Greenock .....	23	806,134	2	806 4 1	715 16 7
Grand Junction Company .....	98	2,597,317	10	—	—
Graveland and Rochester .....	6	85,000	5	123 0 11	6963 17 2
Great North of England .....	45	1,296,195	6	—	1557 1 7
Great Western .....	220	7,717,043	8	16223 11 8	13281 3 6
Hartlepool .....	—	—	—	1114 17 1	—
London and Birmingham .....	176	6,997,065	10	32014 12 8	19693 5 10
London and Blackwall .....	4	1,078,851	1½	686 8 4	708 5 3
London and Brighton .....	56	2,653,673	4	4092 10 4	3886 0 6
London and Croydon .....	10	842,592	3½	1231 16 4	1009 6 7
London and South-Western .....	93	2,620,724	9	5284 3 10	5021 16 11
Manchester and Birmingham .....	31	1,959,062	6	3989 5 6	2975 18 1
Manchester & Leeds .....	51	3,972,969	8	5731 13 3	6386 16 5
Manchester, Bolton, & Bury .....	10	805,966	4½	980 9 11	830 5 11
Midland Company .....	179	6,284,581	6	10122 0 0	8640 14 9
Newcastle and Carlisle .....	61	1,137,385	8	1930 10 8	1668 6 5
Newcastle and Darlington .....	22½	1,156,879	8	2668 5 10½	1031 1 0
Newcastle and North Shields .....	7	316,860	5	—	340 11 4
Norfolk .....	—	—	—	1012 2 7	1409 10 3
North Union, Bolton &c. ....	32	1,060,551	6½	—	—
Nottingham and Wyre .....	22	432,014	2	525 12 5	307 14 4
Ormsby and Manchester .....	19	1,313,225	5	1064 6 7	678 16 8
Portsmouth and Dover .....	48	4,284,524	3½	5357 7 7	4035 19 1
Portsmouth and Southampton .....	30	511,117	2	1117 2 3	873 13 1
Portsmouth and Woking .....	25	358,353	5	610 19 8	510 2 2
Portsmouth and Norwich .....	20½	250,037	5	—	175 4 8
Portsmouth and North Midland .....	43	1,279,551	10	5086 16 2	2259 11 10
Portsmouth and Orleans .....	42	2,082,916	8	5797 5 3	4832 7 0
Portsmouth and Rouen .....	44	1,995,306	9	4922 6 0	3972 0 0



## RAILWAYS—continued.

	old	rice.	Fluctuations during week
West End and Southern Counties—50/ shares	21	2	—
West London, old shares—20/ shares	20	—	1 1/2
Welsh Midland	20	—	1 1/2
West Yorkshire—50/ shares	20	—	1 1/2
West and Central	20	—	1 1/2
Wills, Somerset, and Weymouth—50/ shares	20	—	1 1/2
Worcester, Shrewsbury, and Crewe Union	20	—	1 1/2
Yarmouth and Norwich—20/ shares	20	—	1 1/2
Ditto New—20/ shares	20	—	1 1/2
York and Carlisle	20	—	1 1/2
York and North Midland—50/ shares	20	—	1 1/2
Ditto 1/2 shares—20/ shares	20	—	1 1/2
Ditto Scarborough Branch—20/ shares	20	—	1 1/2
Ditto Selby—50/ shares	20	—	1 1/2
Ditto Extension—20/ shares	20	—	1 1/2

## FOREIGN RAILWAYS.

Boulogne and Amiens—20/ shares	20	—	7 1/2
Bordeaux and Mediterranean—20/ shares	20	—	—
Bordeaux and Toulouse (Mackenzie)—20/ shares	20	—	—
Bordeaux, Toulouse, and Cette (Españole)—20/ shares	20	—	—
Central of Spain—20/ shares	20	—	—
Dendre Valley—20/ shares	20	—	—
Dijon and Mulhouse—20/ shares	20	—	—
Dutch Rhine—20/ shares	20	—	—
East Indian	20	—	—
Great Northern of France (constituted)	20	—	—
Great Paris and Lyons—20/ shares	20	—	—
Jamaica and South Midland Junction—20/ shares	20	—	—
Jamaica North Midland	20	—	—
Jersey	20	—	—
Louvain and Jemeppe—20/ shares	20	—	—
Lyons and Avignon—20/ shares	20	—	—
Luxembourg	20	—	—
Namur and Liege—20/ shares	20	—	—
Orleans and Vierzon—20/ shares	20	—	—
Orleans and Bordeaux—20/ shares	20	—	—
Over Yssel—20/ 1/2 shares	20	—	—
Paris and Lyons (Left)	20	—	—
Paris and Lyons (Ganneton's)—20/ shares	20	—	—
Paris and Lyons (Colon's)—20/ shares	20	—	—
Paris and Strasbourg (Ganneton's)—20/ shares	20	—	—
Ditto (Compe de l'Est)	20	—	—
Paris and St. Quentin—20/ shares	20	—	—
Paris and Orleans—20/ shares	20	—	—
Paris and Rouen—20/ shares	20	—	—
Royal North of Spain—20/ shares	20	—	—
Rouen and Havre—20/ shares	20	—	—
Sambre and Meuse—20/ shares	20	—	—
Strasbourg and Bâle—14/ shares	20	—	—
Tours and Nantes (Mackenzie)—20/ shares	20	—	—
Ditto (Lebvre's)—20/ shares	20	—	—
Verona and Ancona (Italian and Austrian)	20	—	—
West Flanders	20	—	—

## LATEST CURRENT PRICES OF METALS.

LONDON, DECEMBER 5, 1845.

	£	s.	d.		£	s.	d.
IRON—Barrs—Wales—50/	9	0	0	TIN—Com. blocks—50/	5	3	0
.. London	9	10	0	.. bars	5	4	0
Nail rods	0	0	10	Redford	0	0	10
Hoop (Star)	0	0	10	Strait	0	0	10
Sheet	0	0	10	Banca	0	0	10
Bars	0	0	10	TIN PLATES—Ch. IC, bar	1	14	0
Scotch pig, Clyde	0	0	10	.. IX	2	0	0
Rails	0	0	10	Coke, IC	1	9	0
Russian, CCND	0	0	10	.. IX	1	15	0
.. FSI	0	0	10	LEAD—Sheet—50/	0	0	10
.. Archangel	13	10	15	Fig. refined	0	0	10
Swedish on the spot	0	0	10	.. common	0	0	10
.. Steel, figt.	0	0	10	.. Spanish, in bd.	0	0	10
.. kegs	15	0	10	.. American	0	0	10
COPPER—Tyle	0	0	10	SPELT—(Coke)	21	5	0
.. Best selected	0	0	10	Zinc—(Sheet) m. export	0	0	10
.. Ordinary	0	0	10	QUICKSILVER—50/	0	0	10
.. bottoms	0	0	10	REFINED METAL—50/	0	0	10
a Discount 1/2 per cent.	0	0	10	c Discount 1/2 per cent.	0	0	10
b Discount 1/4 per cent.	0	0	10	d Discount 1/4 per cent.	0	0	10
e Discount 1/8 per cent.	0	0	10	f Discount 1/8 per cent.	0	0	10
g Discount 1/16 per cent.	0	0	10	h Discount 1/16 per cent.	0	0	10
i Discount 1/32 per cent.	0	0	10	j Discount 1/32 per cent.	0	0	10
k Discount 1/64 per cent.	0	0	10	l Discount 1/64 per cent.	0	0	10
m Discount 1/128 per cent.	0	0	10	n Discount 1/128 per cent.	0	0	10

IRON—Prices the same as in last week's Mining Journal, and the market appears firm. Scotch pig rather more in demand.

COPPER—In fair demand at quotations.

TIN—English rather unsettled; some quoting common block at 10s., and others at 10s. 1/2; the stock is still very low. Banca and Straits looking up, and some holders ask 2s. to 2s. 6d., beyond our quotations.

TIN PLATES and LEAD continue steady at last week's prices.

SPELT—A few parcels sold this week at 21s. 10s.; stock about 7000 tons.

(Communicated by Messrs. Whitcomb and Barton, Old Broad-street.)

English iron continues firm, and the demand has been rather more active during the past week. Scotch pig-iron flat; sales made at 70s. and 72s. 6d. cash. In Staffordshire pig-iron nothing doing. Foreign iron and steel dull of sale, and holders are disposed to accept lower prices. English copper exceedingly firm and in steady demand for home consumption. Lead is improved, and a good business doing at quotations. English and foreign tin are held for higher prices, and stocks very moderate. Tin plates are in more request, with every prospect of a further rise. In other metals nothing to remark.

## THE METAL MARKET.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—The approaching year prompts me to lay before you a general view of the market, preparatory to the larger and more detailed statements that may be expected at the opening of the new year. In executing this purpose, I certainly feel no small pleasure in the anticipation of an early and continuous improvement in the value of our great staples, which, considering the great advances that they had all made previous to the recent frightful panic in the money market, have one and all, not excepting the great article for operations, iron, exhibited a strength that could only be produced by actual demand, and comparative security.

Iron has certainly shown remarkable fluctuations of price, brought about, however, by perfectly natural, although doubtless even extraordinary, causes. Money has been lost and won to a wonderful extent; the operators for a rise having occasionally failed, on account of a want of sufficient temporary support; but during the whole year, I am free to assert, that, compared with prices to which we have been accustomed of late years, British pig-iron has attained an unwonted value, still, even at the highest, it has not reached a rate to which it is entitled. This I state unreservedly and disinterestedly, supported by the facts, that although necessary a great many crude schemes for railways, and for their absurdity, will shortly be swept away, to be remembered only by the miserable dopes who have been tricked out of their hard cash, by the delusive statements of the longer headed and designing; yet sufficient railroads of good sterling importance are projected in this country alone, many of them taken up by the old standing companies not the least important are those extensions of the London and Birmingham, and Great Western, and will be carried out successfully, to ensure that there cannot arise for years a want of demand sufficient to take off any additional make that can possibly accrue, as well as to tend to create a scarcity of labour, available for the raising of coal and ironstone, that the importance with which in the eyes of the continental rulers the railroad is now invested, is stirring them up to great exertions to extend the advantages of it throughout their several dominions. It is well known, they must come to England and Scotland for iron, and we too, including Ireland, shall be called on to furnish labour, still tending to advance the cost of raising the minerals from the earth here. Already they are operating quietly, taking the sensible view of the matter, and considering that there exists a possibility of a slight reduction, yet the readiness with which all parcels actually deliverable are taken off for immediate consumption, proving, that whilst the state of the money market prevents speculations, there is nevertheless a positive necessity of purchasing; it is a great deal more likely that higher rates must rule at an early date; France, Germany, America, even Russia is in the market, and each for a considerable quantity. The fact is, that the money market may for the moment impede the natural tendency of the market for this metal, but eventually the circumstances connected with it must throw down every obstacle, and the price will be higher than we have known it for years. The present value is nominally 7s. for Scotch pig, but it has been done at 67s. 6d., which I certainly do think is as low as it can go. Welsh pig has been sold at 10s. Railway bars at 11s. Swedish iron firm at 12s. per ton; holders show disposition to give way in price. SWEDISH IRON is very dull of sale at 15s. per ton, with a heavy stock.

QUICKSILVER, with a large stock, remains unaltered in price; 4s. 6d. per lb.

TIN has occupied a prominent position since the great operation in the spring, and with a constant steady demand, has advanced gradually and firmly from 60s. for Banca to 90s. at which the demand continues unabated. British is also readily taken off at 10s. for blocks; or other descriptions in proportion. Straits, 93s., and no possibility of lower prices at present.

TIN PLATES have as usual followed the vagaries of the iron market, and to a certain extent, the observations applied to one, are applicable to the other. Charcoal, IC, 24s.; Coke, IC, 29s., per box. Other sorts in proportion.

SPELT continues flat; buyers wanted at rather less than 21s.

LEAD is improved and improving, 19s. being the nearest price per ton, whether British or Foreign.

COPPER is in active demand at steady prices—(No. 92); sheet, 10s. tough cake, 93s.

C. ROBERT MOATE, 65, Old Broad-street, London, Dec. 4.

## EXPORTS OF METALS TO INDIA FROM LONDON AND LIVERPOOL, FOR THE FIRST ELEVEN MONTHS OF 1844 AND 1845.

	1844.	1845.	Decrease in 1845.
Spelter	5546	2822	2724
Copper	3548	4548	2962
Iron	28725	11050	17709
Ditto, foreign	2913	933	1980
Tin plates	16047	10311	5736
Lead	2183	917	1266
Steel	1634	1583	51
Quicksilver	1312	238	1074

GLASGOW PIG-IRON TRADE, Dec. 2.—This has been a very dull week—the money pressure entirely regulates prices; and it not only continues but increases—the consequence will be a further depression. Several thousand tons were offered to-day at 72s. 6d. cash (say ten days), and 1000 tons sold at that price. Accounts from America are more favourable; and, but for the distrust occasioned by reported failures in this city, the above might have been considered as a fair rate. We quote the prices to-day at 70s. to 72s. cash.—*Glasgow National.*

WEARDALE MINES.—Mr. George Crawhall, of Newhouse, mining agent to T. W. Beaumont, Esq., has been presented, by the sub-agents and miners, and gentlemen of Weardale, on his retirement from office, with a handsome silver curen and salver, value 115s.—in token of the esteem entertained towards him during the long period (twenty-eight years) he had conducted the mines of Mr. Beaumont and his father, in the parishes of Stanhope and Wolsingham.

MINING IN SOUTH AUSTRALIA.—No less than 1400l. was paid on Saturday on account of the balance of the first call of the Mining Association. When the association was started, 5000l. were paid in eight days. The cash capital, after paying for a considerable quantity of land, amounts to 17000l. Advance, South Australia.—*South Australian, July 8.*

BRIGHTON AND CHELTENHAM DIRECT RAILWAY.—An adjourned meeting of the shareholders of the defunct Brighton and Cheltenham Direct Railway was held yesterday, at the offices of Mr. Routh, Austinfrans, to receive the report of the committee appointed at the former meeting, and delegated with the power of conferring with the managing committee of the company upon the determination of the latter to dissolve the company, and return the deposits, minus 10s. per share. It will be recollected that the company declined issuing scrip in exchange for the bankers' receipts; that, in some cases, promissory tickets for the delivery of scrip were issued; and that, in others, shareholders, who had paid their deposits, were unable to get even such tickets in return for the bankers' receipts. It was resolved that it is desirable that this company shall be dissolved, with a view of reviving the same in the ensuing year, and that each shareholder shall receive back his deposit less the sum of 10s. per share, which will be payable on and after Monday, the 15th inst.

## COPPER ORES.

Sampled Nov. 19, and Sold at Andrew's Hotel, Redruth, Dec. 4, 1845.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
East Wh. Croft	103	£5 13 0	Tincroft	41	£4 13 0
ditto	105	5 11 0	Fowey Consols	92	5 13 0
ditto	95	5 8 6	ditto	80	4 19 0
ditto	63	5 3 0	ditto	79	4 16 0
ditto	69	5 18 0	ditto	71	3 17 0
ditto	64	4 15 6	Dolcoath	88	7 18 0
ditto	63	2 12 0	ditto	73	5 7 0
ditto	62	5 13 0	ditto	63	5 10 0
ditto	41	0 13 0	ditto	63	1 0 0
Longclose	56	5 8 6	ditto	27	4 18 0
Wh. Seton	87	6 9 0	South Wh. Basset	75	3 16 0
ditto	77	5 11 6	ditto	70	6 18 0
ditto	76	4 4 6	ditto	45	7 0 0
ditto	75	4 4 0	ditto	42	4 18 0
ditto	63	3 6 6	ditto	37	7 3 0
ditto	61	3 6 6	ditto	2	33 15 6
ditto	55	5 16 0	Trevelick	76	9 9 0
ditto	54	8 16 0	ditto	58	8 4 0
ditto	45	3 17 0	ditto	41	7 14 0
Camborne Vein	86	5 5 6	West Wh. Jewel	80	3 3 0
ditto	75	4 2 6	ditto	72	3 17 0
ditto	66	5 5 6	ditto	14	0 0 0
ditto	62	5 5 6	ditto	4	5 3 0
ditto	56	5 5 6	North Roskear	99	7 5 0
ditto	54	6 10 6	ditto	63	6 10 6
ditto	42	4 5 0	East Pool	42	5 7 0
ditto	40	8 7 6	ditto	38	7 19 0
Stray Park	36	4 5 6	Godolphin	43	3 13 0
Tincroft	80	4 3 6	ditto	23	1 15 0
ditto	65	5 2 0	ditto	51	18 0 0
ditto	62	3 1 0	Trevelick	51	253 14 6
ditto	58	4 8 6	Condurow	33	5 5 6
ditto	50	6 19 0	Great Work	30	8 10 0
ditto	46	1 18 0	ditto	31	56 1 0
ditto	45	2 13 6	Barrier	31	175 16 0

## TOTAL PRODUCE.

East Wh. Croft	747	£4016 15 6	Trevelick	175	£1512 17 0
Longclose	56	5 8 6	West Wh. Jewel	172	547 18 0
Wh. Seton	593	3351 4 6	North Roskear	162	1128 16 0
Camborne Vein	517	2506 18 6	East Pool	80	527 17 0
Stray Park	36	4 5 6	Godolphin	74	346 5 6
Tincroft	447	1957 3 6	Trevelick	51	253 14 6
Fowey Consols	322	1568 7 0	Condurow	33	174 1 6
Dolcoath	284	1628 8 0	Great Work	31	281 10 0
South Wh. Basset	271	1614 6 6	Barrier	31	175 16 0

Quantity standard, 1122 lbs.—Average produce, 74—Average price per ton, 5s. 6d. Quantity of ore, 3990 tons.—Quantity of fine copper, 288 tons 9 cwt.—Amount of money, 21,592s. 8d.—Average standard of last sale, 107l. 16s. 0d.—Average produce ditto, 74.

## COMPANIES BY WHOM THE ORES WERE PURCHASED.

Mines.	Tons.	Amount.
Mines Royal Company	217	£1299 9 1
English Copper Company	742	4155 17 0
Vivian and Sons	299	1202 7 0
Freeman and Co.	513	2542 1 1
Grenfell and Sons	1183	7689 2 0
Crown Copper Company	31	40 6 0
Sims, Williams, Neville, Druce, and Co.	281	1281 0 0
Williams, Foster, and Co.	316	3282 5 0

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Parcels.—Carn Breu Mines 582—Wheat Prospector 487—Par Consols 265—United Hills 229—Trenow Consols 191—Wheat Brewer 153—Wheat Trevas 124—Ting Tang Consols 100—Wheat Providence 99—Wheat Bus 77—Wheat Virgin 72—Carn Perran 65—West Fowey Consols 47—Wheat Rodney 31—East Seton 28—North Basset 24—Redruth Consols 23—Hanson Mines 22—Trevelick's Slag 14—West Gribbler 12—West Wheel Maria 10—Helston 7—Wheat Uny 2.—Total, 2628 tons.

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Parcels.—Wheat Maria 1219—Fowey Consols 326—Holmshush 192—Mark Valley 165—Bedford United Mines 108—Wheat Gribbler 42.—Total, 2149 tons.

\* We are requested to state, that in consequence of Christmas-day falling on Thursday, the Ticketing for that week will be held on Wednesday, the 24th inst.

## COPPER ORES.

Sampled on the 12th of November, and sold, on the 3d December, at Swansea.

Mines.	Tons.	Prod.	Stand.	Price.	Mines.	Tons.	Prod.	Stand.	Price.
Cuba	100	15	92	£11 11 0	Chill	73	504	85	£40 8 0
ditto	95	14	93	11 3 0	Cobre	110	131	93	10 6 0
ditto	91	14	91	11 3 0	ditto	100	131	93	10 6 0
ditto	63	14	91	11 3 0	ditto	93	131	92	10 6 0
ditto	73	25	87	11 3 0	ditto	58	21	8	16 0 0
ditto	18	25	82	11 3 0	ditto	12	15	90	11 6 0
Chill	96	25	92	10 18 0	Knockmahon 107	11	100	9	10 0 0
ditto	85	18	96	15 9 6	ditto	53	61	109	4 12 0
ditto	52	45	88	37 12 6	Bearhaven	113	92	102	7 15 0
ditto	49	45	88	37 12 6	Llandidno	98	92	103	7 17 0
ditto	44	35	90	29 10 0	Cloga	23	31	127	2 13 6

## TOTAL PRODUCE.

Cuba	439	£5821 13 6	Bearhaven	113	£875 15 0
Chill	399	11354 8 0	Llandidno	98	769 6 0
Cobre	373	4236 12 6	Cloga	23	61 10 6
Knockmahon	160	1260 6 0			

Total tons, 1605.—Total amount, £24,379 11s. 6d.

## COMPANIES BY WHOM THE ORES WERE PURCHASED.

Mines.	Tons.	Amount.
English Copper Company	309	£519 6 6
Freeman and Co.	269	2625 5 0
P. Grenfell and Sons	315	3256 8 0
Vivian and Sons	431	4560 18 0
Williams, Foster, and Co.	381	8774 13 6

Copper Ores



and are highly spoken of. Boscawen, a locality not hitherto much noted for mineral research, is likely to emulate the busier districts of Cornwall; some silver-lead lodes having been discovered in the cliffs, the proprietor has granted a lease of the sett, and a level has been driven into the vein, from which a shaft has been sunk, with very good prospects. In the lead districts of the north, all is bustle and activity, and turn which way we will, mining adventure is rapidly emerging from the cloud in which it has for several years been enveloped. A wide field of wealth is opening, asking but enterprise and industry for its development, and, what is so necessary to render these advantages available, the public mind is becoming awake to their importance, and a corresponding amount of capital is almost daily flowing into this channel, from which the greatest results may, with perfect justification, be anticipated.

In another column will be found the report of the directors to the proprietors in the Peninsular and Oriental Steam Navigation Company, and the results show what perseverance, with capital directed in a proper channel, will effect. The net profits for the twelve months ending 1st of October, 1845, exceeded those of the former year by 17,922*l.*; they have now constructing nine vessels, of the collective tonnage of 9575 tons, and 3490 horse-power, which, when completed, will place the company in possession of an efficient fleet of twenty-five sea-going vessels, representing 25,928 tons, containing machinery of 8754 horse-power, besides the smaller vessels employed in Egypt, consisting of two steamers on the Nile, and an iron steam tug on the Mahmoudieh Canal. This successful result of the company's operations, and the position of their finances, with the expressed intention of the directors to pursue the most prudent course, by providing reserve funds for insurance and wear and tear, insure the fullest confidence in the future success of the undertaking. A dividend at the rate of 7 per cent. per annum was declared.

The liabilities of applicants for shares, holders of scrip, and shareholders in the several railway projects, cannot, at the present moment, be too fully discussed, nor the legal questions, which may arise by the claims of parties, be too minutely considered. It will be well to take the several points, and without putting forward any claim to legal acumen, at once discuss them, and advert to the arguments which may be advanced *pro* and *con*. As regards the liability of the applicant for shares, such appears to be a question which may, and, doubtless, will, form subject for a court of law. Already have the provisional committee of one, if not more companies, announced to the parties who may have applied for shares in the undertaking, and to whom a certain number were allotted, that, in consequence of the non-payment of the deposit, the applicant would be held liable for the same, and is required forthwith to pay the amount accordingly—while, among other modes resorted to by those companies which have not succeeded in obtaining the payment of the deposits on the shares allotted to the respective applicants, we find that an option is presented in some cases, the circular to the applicants, who are in default, being to the effect that, although legally responsible for the full amount of deposit, still that the committee are willing to release the parties, on the payment of a given sum per share. A letter of this nature, now before us, emanates from a company composed of 150,000 shares, on which a deposit of 2*l.* 2*s.* per share was required, the committee of which express their willingness to release the applicant from all liability on the payment of 2*s.* per share, or after the proportion of 15,000*l.* as the expenses incurred. It is hardly necessary to say that, in cases like the present, there can be but little question as to the result of the project, or the determination at which the committee have arrived; however, were they to take our counsel, they would convene a meeting of those who have paid their deposits, produce an account of receipts and expenditure, as well as assets and obligations, and take the opinion as to the course to be pursued, of those whose representatives they can only be considered, and acting in the capacity of trustees for the amount placed in their hands. One or two questions would appear to us to be here involved, and we cannot but imagine that much difficulty must arise in any court of law or equity, to solve the problem which must present itself on the introduction of any case, having for its object the enforcement of the payment of any deposit on shares under circumstances to which we shall more immediately refer.

The projectors of a company, with a nominal capital of 500,000*l.*, divided into 25,000 shares of 20*l.* each, think fit, antecedent to the application from, or allotment to, any party, desirous of taking an interest in the undertaking, to expend some 6000*l.* to 8000*l.*, having advertised the project, with an announcement of the number of shares into which it is divided, as also noticing that applications for shares will be received; parties apply for shares to the extent of ten times the number into which the company is divided—hence the necessity of limiting the number to be allotted to these several parties, after a due proportion having been first set aside for the provisional committee and their friends; we will imagine the period of allotment to arrive, and, accordingly, the issue of letters to the several applicants, stating, that upon the payment of the deposit named on the number of shares appropriated to the party addressed, he would be entitled to the shares named in such letter, but that in case of the non-payment of the deposit, on or before the time specified, the shares so allotted would be allocated to other parties. It would thus appear, assuming this, as we believe to be, that of the general form of letters of allotment, it is hardly necessary to say that the option is given to the applicant to accept or reject the shares. Another point, which appears to us to bear upon the question at issue, is, how far the applicant for shares in a company, under the conditions of a prospectus issued, is liable under circumstances whereby alterations are made, not only in the provisions of the company, but the committee of which it is composed. Indeed, the idea of making applicants for shares liable, when we consider the modes in which companies have been in too many instances formed, and the awkward figure the projectors would cut, lead us to believe that there need be but little apprehension, as to any important results arising out of this particular movement. We next approach the question of the application of deposits paid on shares, in companies which may not carry into effect the object for which they are formed, and thus the expenses incurred are necessarily defrayed by the projectors, the committee, or the parties to whom shares may be allotted, and who, accordingly, pay to the credit of the committee their deposits thereon. Without entering into the question raised by some of our contemporaries, as to the amount of preliminary expenses being confined to the provisions in the Act for regulating Joint-Stock Companies, we will at once proceed to the consideration of the subject, in a manner which shall admit of no subterfuge or misconception.—A company, as before noted, with nominal capital of 500,000*l.*, is divided into 25,000 shares of 20*l.* each, on which a call of 2*l.* 2*s.* is required, and thus a sum of 62,500*l.* would be paid into the bankers of the company, provided that all the shares were duly allotted, and the deposits paid. Without raising the question as to whether, in case of the dissolution of the company, arising from one cause or other, that the amount expended should be defrayed in part by the projectors, and the residue by those who may have been induced to take shares on the representation set forth, or whether by the shareholders *pro rata*, according to their respective holdings, we have no hesitation in saying that, assuming the latter case, the amount chargeable on each share, as a proportion of the loss or expenses incurred, would be in a ratio with the number of shares into which the company was divided. Thus, in the instance we have cited, an outlay, or expenditure, of 2500*l.* would be equal to 2*s.* per share; but if, as it might perchance, and, if we mistake not, will be

found frequently to have happened, that instead of the deposit on the whole number of shares being paid, that only one tithe is available to meet the demands on the company, should such amount be taken and rendered applicable to such purposes, as to be apparent that the parties who have subscribed their deposits would, in such case, be required to pay ten times the amount they could be equitably, and, as we would contend, legally, called upon, and thus instead of a deduction of 2*s.* per share from the deposit made by them, the amount would be tenfold, or 1*l.* A question then arises, whether the parties thus subscribing are responsible beyond their due proportion?—we think not, but this would rather apply to the relative positions of the provisional committee and the parties subscribing.

We do not pretend to say that this in any way implies to the liabilities which may exist, as regards the creditors of the company; thus, for instance, let us suppose that the amount already named, 2500*l.*, does not cover the several claims on the company, which we will assume to be 25,000*l.*; this would show a deficit of 22,500*l.*, and thus, allowing the whole of the deposits to be sacrificed, leave such sum to be met by one or other of the projectors, provisional committee, or parties subscribing. We last week briefly adverted to a matter of this kind, little thinking, at the very time of publication, a cause, bearing on the point at issue, was at the moment in the course of trial in the Court of Exchequer. The case, to which we refer, is noticed under the head of Law Intelligence, and will be seen to be of the first importance, as touching several projects where questions of this nature will doubtless arise, and to which our attention will be directed, in further discussing the subject. We particularly call attention to the opinions of the Bench.

We have noticed, in former Numbers of the MINING JOURNAL, the rapid progress that mining operations have been making throughout Spain within the last five years. No country in the world is more gifted by Nature, as nearly the whole of that kingdom is but one rich mass of mineral wealth, which has been hitherto hidden from the eyes of man. The invasion of the country by the troops of Napoleon, and the long intestine wars of the party chiefs, each striving, by the greatest cruelties, to have the ascendancy, have been the principal impediments to the progress of her prosperity, and the well being of her population. The blessings of internal tranquillity, which appears now being established from one end of the Peninsula to the other, will be the means of restoring public confidence throughout every province, and give a stimulus to enterprising mining operations. The introduction of railways by English and French speculators, who have received the concession, or grant, of the Government authorities, to carry out extensive lines, will be the means of opening a vast traffic, but, above all, afford those facilities to the working of her mineral riches, which will throw open a new era in the annals of the history of a country that a few centuries ago was looked upon as one of the first in the category of maritime and commercial nations of Europe. Abounding, as she does, with ores of every description, the fertility of her soil, the finest climate under the canopy of heaven, and a peasantry who require but a stimulus to lead them into industrious pursuits and frugal habits, and daily to advance in knowledge, the restraints on which are disappearing; as the hydra of fanaticism, and inquisitorial religious darkness and persecution, has of late years been gradually crushed by the flame of liberty, and the enlightenment of the people, the day is not far distant when fair Iberia will again be classed among nations. The Government is giving every encouragement to mining enterprise, not only by guaranteeing security to the adventurers, but affording every facility, to enable them to carry out successfully their explorations and operations. Several English companies have already begun working to great advantage in Andalusia and the Asturias, and very extensive valuable mines, lately acquired, will soon be in full work, and to which attention has been directed in former Numbers of our Journal.

It is with pleasure we are enabled to present to our readers the following official return, published by the authority of the Mining Department of Madrid, which we have no doubt will be read with interest, as it not only shows the various descriptions of metallic ores and minerals that form the strata of the kingdom, but the quantity of quintals, or cwts., produced throughout Spain during the year 1844, and their average value:—

Quintals.		Value Reals.	Quintals.		Value Rs.
Quicksilver	30,756	33,977,936	Lignite	10,900	327,000
Cast-iron	333,431	30,963,785	Manganese	1,057	21,410
Wrought ditto	339,013	30,963,785	Zinc	1,337	197,950
Silver (marks)	158,290	30,276,009	Gold (marks)	16	147,200
Lead	415,263	26,715,419	Soda	7,000	140,000
Copper, fine	5,371	2,809,670	Tin	270	108,000
Ditto, black	321	321	Copperas	2,976	95,232
Coal	665,817	1,997,451	Litharge	500	30,000
Alcohol	84,829	1,765,087	Cobalt	80	15,000
Alum	15,500	1,240,000	Antimony	7	2,400
Sulphur	9,900	789,000			
Total amount		Reals 132,727,873			

As the development of the mineral wealth of Ireland is a subject just now of the utmost importance, it is necessary it should be fairly understood, and that no opportunity be given for a charge of exaggeration, either in the quantity or quality of the ores, or in the facility or the difficulty of their obtainment. The remarks of the "Times Commissioner," in that paper of the 25th ult., certainly take a one-sided view of the county of Cork with regard to its minerals, and which we partially noticed and explained in the Journal of Saturday last. The method adopted of taking one small sale of very rich ore—which the poorest of mines occasionally yield—is not the way to show the capabilities of a mine, or one which we should think would induce the merest novice in mining to risk his capital for; the taking, therefore, one sale of Cosheen ore at 38*l.*, and jump to the conclusion that this makes her the richest in the world, is to all who are *au fait* to mining statistics, most absurd. But as it is evident the writer is not at all acquainted with mining matters, we shall endeavour to reduce his observations to a plain statement of facts, anxious that Ireland should reap all that is possible from her natural resources, and convinced that this can be best accomplished by simple unvarnished truth, while she, as a generally producing country, may bear comparison with any nation on the globe. The Cosheen Mine then, so far from being the "richest in the world," has never been worked with that spirit under which she might have been considerably more productive; the average price of the ore for the past twelve months was 8*l.* 8*s.* per ton, while only 412 tons of ore were sold, realising 3458*l.* 18*s.* On looking at the returns of sales for the past two or three years, we find that, in the twelve months ending June, 1844, the sales amounted to 445 tons, yielding 2456*l.* 1*s.* 6*d.*—being an average of 5*l.* 10*s.* 6*d.* per ton. For the twelve months ending June, 1845, we find the returns to be 412 tons, yielding 3458*l.* 18*s.*—being an average of 8*l.* 8*s.* per ton. Since the 30th of June the only sale from this mine has been that on the 24th of September of 56 tons, producing in money 1089*l.* 12*s.*, or an average of 19*l.* 12*s.* per ton, including therein the parcel quoted by the "Times Commissioner," and referred to in our last. It will thus be seen, that the quantity of ore raised during the past two years and a half amounts to 913 tons, that the amount obtained on the sale of ores is 7004*l.* 11*s.* 6*d.*, and the average per ton 7*l.* 16*s.* Suffice it to say, that we could pick out thirty or forty mines in Cornwall alone showing far superior average returns, some double, others treble, ten, fifteen, and even twenty times that amount, and, as to adopting the highest price or produce, as a comparison, we can point out instances of sales of small parcels of rich ore which have realised 50*l.*, 60*l.*, or, we might say, even a higher price per ton. His observations on the appearance of the lodes in the cliffs, and the facilities offered for working by driving into the veins, which, being above high water mark, carry off the water without expensive machinery, are sub-

stantially correct, though somewhat high coloured; but the idea of the perseverance of the Cornish miner in sinking shafts hundreds of fathoms at random in barren places, and driving levels at a depth of some 80 or 100 fms., without reference to any surface indications, exposes a complete ignorance of mining affairs. A mine is only commenced in the first instance when the indications at surface give notice of the wealth that lies beneath: the lodes discovered are carefully traced by processes termed shodding and costeaning, and the parties satisfy themselves of the nature of the lode, its declination or dip, and its likelihood to prove valuable before the site for a shaft is fixed upon, or a foot of it sunk, and, when this is done, levels are commenced at ten fathoms, and continued at intervals of ten or twelve fathoms each as the shaft descends.

His observation, too, that "six years ago not a man would subscribe a penny to prosecute a mining project," is equally at variance with the fact, as the Bearhaven Mines, Knockmahon, those in the county of Wicklow, and various others, which it is unnecessary to recapitulate, had been established years previous to that period, and hundreds of thousands of pounds of capital sunk in mining enterprise, and large returns made. We have been thus particular in setting the remarks of the "Times Commissioner" right with the public, as it is evident he has not attempted to mislead, but has been led into error from want of sufficient information on the subject; any undertaking whatever in Ireland, founded with prudence, and carried out with spirit, has, under all circumstances, led to complete success, for, as we observed last week, Ireland teems with all that is required for the comfort of the human race, and there is ample room for the most extensive projects.

PRICE OF IRON IN FRANCE.—On Saturday, the 29th ult., two sales of white cast metal, amounting to 50,000 kilogrammes (100,000 lbs.) each, were effected at St. Dizier; one at the rate of 7*l.* 5*s.*, which was the metal of La Blaise taken at the furnace; the other lot at 8*l.* per ton cast metal of the Marne, also at the furnace. The sum of 7*l.* 10*s.* and 7*l.* 15*s.* was offered for two lots of 400,000 to 500,000 kilogrammes each; these offers were not accepted, in consequence of the sales made at 8*l.*, which upset the whole of the affairs that had been entered into. Notwithstanding that the metals sold were purchased by the forge-masters of the two valleys, the price of 8*l.* is not, however, looked upon as the fixed quotations. The manufacturers of wrought-iron are nearly all of them without cast metal, and they have announced their intention of raising the price from 16*l.* to 16*l.* 10*s.* per ton. There is a great scarcity in general of cast as well as wrought metal in the market, and, as the demands for railway contracts are expected to be very extensive during the next few months, there is every probability of a further increase in iron of every description.

USE OF PEAT IN THE MANUFACTURE OF IRON AND OF GAS.—Iron manufactured with peat fuel is more malleable than Swedish, and tools made from it are of a superior quality. It is doubted whether peat fuel has been recently employed, or, indeed, whether it can be used at all in the puddling furnace, but with a diminished produce, yet the working of iron by peat fuel is known to improve its quality in some respects; and the welds especially, thus made, are superior to those made with coal. The improvement of iron by the use of a particular fuel is admitted. The weld made with ligneous carbon, owing to the absence of sulphur and pyrites, must be better than that made with a fuel containing these impurities. The analyses of peat are very various. Some contain 5 per cent., and some 20 per cent. of earthy matter, and there are kinds of peat stated to produce three times as much gas as coal. Peat is said to contain no sulphur; but the experience of several gas works in which peat has been employed, has proved that some contain large quantities of sulphur, as the purifiers become rapidly filled with sulphuretted hydrogen. All coal, however pure to the eye, contains pyrites and sulphur, so that sulphur must be considered as one of the elements of coal, hence the presence of it in some peats is no objection to the use of it in iron works, and at all times is a mere question of degree or comparison with different kinds of easily available coals. Now that Ireland is absorbing so much of public and Government attention in railways, harbours, and other public works, this subject will not, it is hoped, be permitted long to lie dormant, but be taken up with that attention which it merits, both as a means of employing the inhabitants, and as a remunerative outlay.

DEMAND FOR BRITISH COAL BY THE FRENCH GOVERNMENT.—We alluded, in a former number of the *Mining Journal*, to the contracts that had been entered into by the French Post-office authorities, for supplying the royal mail steam-packets, running from Marseilles down the Mediterranean, to Egypt, the Dardanelles, Constantinople, and Algeria, with British coal, which caused a most bitter feeling on the part of the colliery proprietors of France, against those of Newcastle and Sunderland, and also against the Directeur-General des Postes; although they are fully aware that the coal extracted from the pits in France is of that inferior quality, as far as its combustible power is concerned, that it cannot compete with our Newcastle and northern, or even Welsh coal, for the working of steam power. The Minister of Marine and the Colonies, we perceive, has given notice, that on the 12th December instant, he will be ready for entering into a contract for 18,000,000 lbs. of English rock coal, to be delivered at the different points on the western coast of Africa, as follows:—Sierra Leone, 4,000,000 lbs.; Garroway, 2,000,000 lbs.; Axiny, 2,000,000 lbs.; Prince Island, 3,000,000 lbs.; Bay of Bimbia, in the Biafra, 3,000,000 lbs.; and Port Alexander, 4,000,000 lbs.—and on the 24th December, a further contract will be entered into by the Minister of Marine, for the supplying of 5,000,000 lbs. of British coal, at the French Islands of Papai and Taio-hae in the (Society Islands) Pacific Ocean. The stipulations of the contracts are deposited at the office of the Minister of Marine at Paris, at the French Consulate at Newcastle, as well as at the offices of the marine commissariat in the ports of Dunkirk, Havre-de-Grace, Nantes, Bordeaux, Marseilles, and Saint Servan. The demand for British coal is likely to increase rapidly in France, as steam-ship building, both in wood and iron, is making great progress,—as the French Government now sees the absolute necessity of paying its greatest attention to the improvement of its navy, both the royal and merchant service, if not to compete with this great commercial nation—the mistress of the seas—at least to have a maritime force that may render her the second European power on the ocean. There has been a great outcry of late, by the Paris journalists, at the ascendancy our shipping interest is gaining over that of France, which, for some years past, has been gradually on the decrease, and advising the Government that, if it is obliged to resort to this country for coal, to issue a decree that, whatever contracts are entered into by the Director-general of the Post-office, or the Minister of Marine, it shall be distinctly specified such contracts shall be conveyed to the different ports of France, or elsewhere, on board of French bottom ships only. This is a monopoly that may appear very fine in the anti-English imagination of the editors of the Parisian press, to gain popularity—and that can be all; for they well know that the Government, the best judges of the maritime resources of France, cannot depend upon having their contracts fulfilled, unless it is on board of British merchantmen, who undertake to deliver them punctually at the specified places, however near or far distant. To the shipping interest of Newcastle, Shields, Sunderland, and the north, the exportation of coal since the taking off the absurd duty of four shillings per ton, imposed by Sir R. Peel, has more than doubled, and is rapidly increasing, not only for France, but other parts of the globe, much to the annoyance of our Gallic friends on the opposite side the Channel, who ever will be jealous of the commercial enterprise and industry of this country,—to which, notwithstanding all the efforts they are making in mining operations, to improve their iron, and extend the working of their coal pits, they are obliged to resort, for the chief part of their machinery and railway material.

THE COAL MINES IN BELGIUM.—In one of the extensive coal mines of Belgium, near the French frontier, they have established a rotary machine for the purpose of drawing up the waggons loaded with coals to the extremity of the galleries, where they are then hooked. This machine is a very great saving in the expenses of the internal carriage, and allows of having longer galleries than hitherto. Many other improvements are also making in the interior of the pits in general to facilitate the conveyance of the coal to the top, so as to save not only manual labour but expense, and at the same time prevent accidents.

THE COAL TRADE.—(From a Correspondent).—We understand that the coalmasters of Lancashire, alarmed at the position assumed by the colliers, in their stand for increase of wages and limitation of labour, have determined to protect themselves from loss, by advancing the price of coal.



## PROGRESS OF FRENCH MINING INDUSTRY.

(FROM OUR PARIS CORRESPONDENT.)

Just as I was on the point of sending my last week's letter, the prospectus of a new society, called "Compagnie des Forges et Fonderies," was put into my hands. The company is headed by several of the principal ironmasters in this country, and by some eminent mercantile men of Paris. Its capital is fixed at 20,000,000 *fr.*, to be raised in shares of 500 *fr.*, and may be carried up to 30,000,000 *fr.* (1,300,000 *l.*). The object of the company is, the very ambitious one of supplying all the iron France requires for her railways and marine. For this purpose it is intended to establish iron-works in all places where mineral wealth exists, and in fact to derive every possible advantage from that wealth. The furnaces to be erected are to be fed with coke instead of wood—the material at present used in most of the French furnaces. The prospectus asserts that it is established by official documents—that there exist in this country 418 mines and 149 coal deposits not yet worked—and it leaves it to be assumed that their produce would enable France to supply herself her enormous demand for iron for railways and shipbuilding; but, I think, after the citations from official documents, laid before you in preceding letters, that you will agree with me in thinking the assumption perfectly unwarranted.

The prospectus of the company admits that, in 1843—the latest date up to which returns have been published—the production of *fonte* by France was 46,115 tons less than her supply; her production having been 422,621 tons, and the consumption 468,736 tons. Of iron she received from abroad, 94,510 tons; her production having been 808,445 tons, and the consumption 402,955 tons. The *voies de railway* recently conceded—now pending before the Chambers—and projected, will require, according to the prospectus, 2,352,640 tons; and yet, in the teeth of these figures which I quote from the prospectus itself, the public is expected to assume that a country which at present yields annually some 700,000 tons of iron and *fonte*—nearly one-third less than her annual demand—can, in the course of the next three or four, or five, or six years, supply 2,352,640 for railways alone, saying nothing of about one-fourth or one-half as much required for shipbuilding! The prospectus promises too much, when it leads it to be inferred that it promises that. A great deal, no doubt, may be done to make the mineral wealth of France more productive than it is or has been; but, increase the production as much as you will, and it will still remain enormously less than the demand. To the ironmasters and mining people of France, it may be a terrible and heart-rending thing, to see the country seeking abroad that which she cannot find at home; but it must be borne, nevertheless, spite of all the companies of forges and foundries that may be got up, with millions of capital. In a note to the prospectus, it is stated that, in calculating iron at 300 *fr.* per ton, and *fonte* at 255 *fr.*, France would pay to the foreigner—if, during the next ten years, she imported the iron and *fonte* necessary for the establishment of her railways—the enormous sum of about a million—*i. e.*, 1,000,000,000 *fr.*, or 40,000,000 *l.* sterling. The sum is immense, undoubtedly; but, as the ironmasters of France cannot, with all their exertions, and all their enterprise, and all their selfishness, secure the whole of it for themselves, why do they grudge the "foreigners" having a portion of it? Some of the Parisian journals reproduce the report on the manufacture of iron of M. Michel Chevalier, as one of the jury at the Exhibition of Industry. It contains some useful statistics, and I had proposed to lay them before you, but I find that the extracts made in previous letters from official documents on the supply and demand of iron, are a year later in point of date than those of M. Chevalier, and, consequently, of more interest and importance.

An assaying office for minerals has been opened in the Royal Mining School of this capital, under the direction of the superintendents of the laboratory. Any assays whatever, will be made gratuitously on any minerals, &c., that may be presented by the public—the object of the Minister of Public Works, in establishing the office, being exclusively the promotion of the science of mineralogy, and the encouragement of mineral industry. There is nothing which reflects more honour on the French Government, and in which it contrasts more advantageously with our own, than the generous and the enlightened encouragement which it gives to science and industry. England, with all its wealth, has scarcely any public establishments in which young men may gain gratuitously, or, at least, very cheaply, the knowledge necessary for particular professions; and all our Government does for trade and industry is to clog and harass them. But in France, thousands are spent every year in the maintenance of schools and establishments, opened to all even to foreigners—and in all cases her domestic commercial policy is more enlightened than ours. With respect to mining alone, there are schools for teaching it scientifically, and there are eminent engineers to teach it practically.

The St. Dizier newspaper of the 28th, says that two parcels of white cast-iron had been sold at 180 *fr.* and 200 *fr.*, both were taken at the furnaces; 185 *fr.* and 190 *fr.* were offered for two lots of 400,000 *kil.* to 500,000 *kil.* each, but they were not accepted; a sale having been made at 200 *fr.*, which price other sellers hoped to obtain; that figure, however, was not considered as having established the course. For beaten iron the price is expected to go up to 400 *fr.* to 410 *fr.*, owing to the scarcity of *fonte*. Five lots of wood from the forest of Morley had been adjudged to the forge-masters of the Marne, the price of a cube metre of hard wood delivered would be 20 *fr.* Wood is dear, and will be yet dearer; and the increase in its price always increases that of iron.

More concessions of mines have been made in Algeria. An iron mine in Mont Bohama has been leased to Messrs. Peron, Gerard, and de Bassana, and two other concessions, to Messrs. Talbot and others, have been made of mines at the foot of Diebhel-Ballout, said to be an equal distance from Bona and Iron Cape. The rent to be paid for these mines is not stated, but it is made a condition that as much smelting shall take place in Algeria as the supply of fuel will permit. Government engineers are busily employed in all directions in Algeria in searching out mineral wealth. The highest hopes are entertained of the copper and iron mines already discovered, but it is believed that the mineral wealth discovered up to this time is nothing in comparison with what remains to be brought to light. For my part, I cannot agree with those who think Algeria will be very productive in iron, &c.; but, even if it should yield as much, or more, than France itself, the expense of it would be enormous, from the scarcity of fuel.

In referring to the steel trade, last week, I expressed doubts whether iron would be brought from England for the steel manufacturers. It appears that up to this time, Sweden has had the monopoly of supplying the iron destined for steel, and no doubt she will maintain it.—*Paris, Dec. 3.*

We understand that Mr. Smart, the inventor of the celebrated convex float, or propeller, for steam-ships, spent a considerable time at the Royal Dockyard, Woolwich, last week; it is said, for the purpose of examining the wheels of the *Terrible* and other war steamers: indeed, we have heard that Mr. Smart is about offering terms for the application of his excellent principle to the whole of her Majesty's steam navy.

**NISTERDALE IRON-WORKS.**—We learn that these iron-works will be in operation before Christmas, in time to take advantage of the favourable times that appear to have fully set in upon them in this "iron age." The English shareholders, who have, in connection with a wealthy German family, erected these works, will now reap the advantages they are fairly entitled to, after four years continuous outlay, and the quiet valley of the Nister, and the town of Nackenberg, become a bustling manufacturing district; the simple and industrious habits of the Germans, and especially the people of Nassau, fit them for this change of life—all well-educated and well-disposed towards their Duke, whose paternal Government is proverbial in Germany, they will, we doubt not, set a good example to many districts even in England, and changed from agriculturists to manufacturers, without having entailed upon them the miseries we have sometimes witnessed at home. The laws of Nassau are so peculiarly paternal—the mining, the forests, the municipal laws, and the perfect toleration of all sects and parties—that, as we watch the progress of these works, we will recur to them by-and-by. We feel assured that the Duke of Nassau will have his reward, for the countenance he has given to this company, and extend to them still greater privileges. It is worthy of remark, that every family in Nassau possesses more or less land, and that a plough is as necessary as a bed in England; that all have their cow and pig, and want scarcely known—thus the allotment system, new in England, and education, so justly lauded with us, are the birthright of every subject in Nassau. This company originally sent out some thirty to forty Englishmen, they have now as many Germans to one Englishman, and we have the authority of a party, capable of judging, that so quickly have the country people acquired the skill to work in the various departments that none but natives will be required. The mills are calculated to turn out near 400 tons of bars and sheet-iron per week, and the iron mines, are, perhaps, the richest and cheapest worked in Europe. This company are about extending their works to the manufacture of locomotive engines and machinery, for which the railroads which are making in all directions will create sufficient demand.

**RISE IN THE PRICE OF WOOD IN FRANCE.**—From private letters received from Troyes, it appears that nearly all the cuttings of the departments of the Aube and the Yonne have been sold at a rise of 5 to 15 per cent. on the prices of last year, either for the making of charcoal or as fuel. The increase in price for building wood has not been so great. This rise is attributed to the reason of the foremasters of the Côte d'Or and the Marne having purchased very considerably, which, added to the demand now making for iron in all the forging districts, they are in many parts obliged to use wood where coal is obtained with difficulty and at a high price.

## MANUFACTURE OF IRON IN INDIA—RAILWAYS IN THE EAST.

(FROM A CORRESPONDENT.)

Iron ore is abundant in all the districts of India; but, as may be conjectured, varies much in quality, and is often difficult of access. To enter minutely upon this topic would intrude too much upon the columns of your Journal; your readers who are desirous of pursuing this object further are, therefore, referred to the periodical publications of the Royal Asiatic Society, and of the Geological Society, where many elaborate papers regarding it are to be found. The operations of the Madras Association have been confined to working up the ore near Posto Noo. It is a magnetic oxide of iron, imbedded in quartz, and forming extensive masses lying far above the surface of the surrounding ground—nothing beyond the application of the crowbar is requisite to procure it in any quantity freed from stony matter. It has been ascertained, by careful analysis, to contain in 100 parts, 30 of oxygen, and about 70 of iron, and the latter to be very free of those impurities which deteriorate make. The yield in the blast-furnace has been also very large, and not to be exceeded on the average. The quality of India steel for cutlery has been immemorably the subject of panegyric by travellers; the substance of their statements are recorded in most scientific treatises touching on iron and steel; but it has been minutely and specially handled by the practical Mr. Wilkinson. Before the operations of this association, iron making had not been attempted in India, except by the natives on a small scale. Of the incipient difficulties of the enterprise, then, some faint idea may be formed by those conversant with this branch of industry, when are taken into consideration the remoteness of the locality from any thing similar—the procuring the requisites of steam-engines, &c., from Europe—the entirely new field of action—the peculiarity of the ore demanding a corresponding treatment—the heat of a tropical climate, and the trouble of instructing the natives, who alone can bear with impunity the intense heat of the workshops in the manufacture of iron in India.

## GREAT EUROPEAN IRON MINING COMPANY.

This company has been formed for the purpose of working mines for manufacturing iron, on a more extensive scale than has hitherto ever been attempted, and to produce the material in a state at once suitable to the almost innumerable purposes to which iron is now becoming applicable. It is evident that these objects can only be effected by the consolidated capital of a public company, assisted by the extensive commercial influence of a large number of its shareholders; and this undertaking has been projected to anticipate the expected future scarcity of iron—securing to its proprietors immediate profit from the present high prices of iron—40 *fr.* per cwt. above what they were four years since—and all future advantages which may arise from still further increase, both in demand and price, which, from the present aspect of affairs, appears inevitable. It is probable the immense amount of iron required for rails alone will form but a small proportion to that which will be required for laying down along such lines pipes for the conveyance of sea and fresh-water—of gas manufactured almost at the pit's mouth, and consequently produced at far less cost to the consumer—and that which will be required for naval architecture and other buildings. France only produces 350,000 tons per year, while her requirements for railways alone is 3,000,000 tons; it is absurd to expect that the United States can assist, as notwithstanding their immense fields of coal and ironstone, their whole produce is only about equal to France; and, even if they had millions of tons to spare, the freight would cause such an addition to the cost, that they can never compete with European enterprise, and Belgium has in herself a sufficient demand for all her present supply. It is clearly evident, then, that the enormous demand will continue for years—probably with a gradual increase—and which must secure to the shareholders a return on the capital far superior, and of more promising permanency than most of the projects of the day. With respect to the working of mines, the company have secured the concession of some very valuable known mines, with engineers' reports thereon, and they will be enabled to proceed to active operations as soon as the company is incorporated. As failures in mining speculations have generally arisen from the want of capital to prosecute them, due discrimination in their selection, or judgment in working them, this company will, in addition to finding an ample capital, secure the services of the first talent to be obtained in the kingdom, and thus carry on their operations in a manner calculated to establish the company on a firm basis, and to realise a large income from their enterprise.—The capital is 1,000,000 *l.*, in 10,000 shares, of 25 *l.* each.

(ADVERTISEMENT.)

## NEWCASTLE-UPON-TYNE, EDINBURGH, AND DIRECT GLASGOW JUNCTION RAILWAY.

SIR,—In the lists which have been published in the morning papers of the projected railways of which the plans, &c., have been deposited with the Board of Trade, in compliance with the Standing Orders, several omissions have occurred. Amongst the rest, the "Newcastle-upon-Tyne, Edinburgh, and Direct Glasgow Junction Railway," has not been noticed. May we request the favour of your taking care that the name of this company may be inserted in the list which will be published in your Journal to-morrow. The plans, &c., were deposited by us on the 29th ult.

57, Lincoln's Inn-fields, London, Dec. 5. Solicitors to the Company.

**THE CORNISH RAILWAYS.**—We had hoped, feeling, as we do, a deep interest in everything which involves the welfare of Cornwall, that the Cornwall and Devon Central Railway, which was rejected last year by the Board of Trade, on the ground of its excessive works and impracticable gradients, would, on being presented to that department of the Government, have exhibited on its sections such improvements in those particulars, as to have insured a more favourable reception. We regret, however, to learn, that the works are even more formidable than those of the last project; while the line abounds with the objectionable, if not dangerous, gradients of 1 in 80. There are no less than fourteen tunnels on the line, of the aggregate length of four and a half miles, and instead of being shortened, the line is actually three or four miles longer than the former. We were taught to believe that the nature of the country rendered the attainment of a superior line a matter of considerable doubt, and, therefore, had made up our minds to receive the same line in substance with such improvements as a re-survey of the country might suggest to the engineer. To our great surprise, and, we doubt not, also to the surprise of the public at large, it is abundantly demonstrated by the plans and sections of the Great Western and Falmouth Junction Railways, that the country does afford facilities for the construction of a better, cheaper, and shorter line of railway. The entire length of tunnelling on the Great Western and Falmouth Junction line is about one and a quarter mile, the gradients throughout of a most favourable character, and the distance from Falmouth to Exeter five miles less than by the Central Line. Surely some great error, or oversight, must have been committed by the managers of the Central Line, in the selection of their course. We shall next week return to the subject, and publish some statistical facts in corroboration of these remarks.

**DORKING, BRIGHTON, AND ARUNDEL RAILWAY COMPANY.**—The provisional committee of this company have adopted a line of conduct—to themselves most honourable, and convincing to the shareholders of the *bona fide* nature of the undertaking; before issuing a single letter of allotment, the shares—5000 in number—taken by the directors and managing committee were all paid up, and the plans, sections, books of reference, and traffic returns, were in a perfect state for deposit in the proper offices of Parliament previous to the 30th of November. Nothing can be more convincing of the legitimacy of an undertaking than the promoters themselves paying all claims upon them before requiring a single deposit from the other applicants, and is a course which other embryo companies might imitate with much credit; they have issued a circular with every letter of allotment, in which they state "their gratification that the deposits on 5000 shares so taken have been promptly paid to the bankers, and feel assured that, on a still greater number which have been allotted, will be paid with similar alacrity on receipt of the letters of allotment." The shareholders owe it to the committee, as well as to the future success of the project, to pay these deposits immediately, and thus responding to the liberality evinced by the provisional committee, establish that mutual confidence so essential to the success of all great undertakings.

**RAILWAYS IN GREECE.**—The railway mania is extending itself all over the continent, from north to south, east to west, and a fine field this is opening to our civil engineers and British speculative enterprise, as well as our mining industry and machinery. It appears that there are two English engineers at present surveying a line between Athens and the Pyrae, so as to lay down a railway early next year.

## NON-LIABILITY OF SHAREHOLDERS.

**KEY v. GILES AND OTHERS.**—A case of the utmost importance to persons connected with joint-stock companies came on for trial before Mr. Baron Platt, in the Court of Exchequer, last week; it was upon a bill of exchange for £227, the defendants pleading non-liability, and it appeared they were shareholders in a company entitled the "Union Flint Glass Company," carried on at Bromley, which had failed. The goods had been supplied for the use of the company, and the bill in question had been given by the secretary in payment for the same. Mr. Wilson, the secretary at the time, was examined, and proved that the capital was to have been £50,000, but he did not think the capital actually subscribed amounted to £5000; he accepted the bill for the amount due plaintiff, which was £227 12s. 10d.—Mr. Jenvis contended, that if a party joined a company where the capital was proposed to be £50,000, the mere signing the deed did not make him liable, unless it could be proved the conditions had been properly carried out; in the present case the capital, which was to have been £50,000, had not reached £5000, and unless it could be shown that the defendants were consenting parties to carry on the concern with this diminished capital, they could not beyond dispute be held liable.—In confirmation of this, he called attention to the case, *Pitchford v. Davis, & Meeson and Welsby*, p. 2, in which the law had been clearly laid down.

This was an action arising out of the failure of the United Kingdom Beet-root Sugar Association—capital 250,000 *l.*, in 10,000 shares; the defendant was sued for goods sold and delivered, for the defence, it was shown that the capital had not been raised, and in fact that only 1400 out of the 10,000 shares had been taken, and the jury found for the defendant. The present Mr. Justice Erle, was counsel in the case, and moved for a new trial on the ground of misdirection, when the following high opinions were given:—

"Lord Abinger, C.B.—The question is, whether the directors were the agents of the defendant in carrying on the business with so small a capital. I thought at the trial, and am still of the same opinion, that where a prospectus is issued, and shares collected, for a speculation to be carried on by means of a certain capital to be raised in a certain number of shares, a subscriber is not liable in the first instance, unless the terms of the prospectus in that respect are fulfilled. But if it be shown that he knows the directors are carrying on the undertaking with a less capital, and has acquiesced in their so doing, he may become answerable for their future contracts. In this case there was very little, if any, evidence to show that, and I am satisfied with the finding of the jury."

"Parke, B.—I think the case was properly left to the jury. The defendant, by taking shares in this speculation, gives authority to the directors to bind him by their contracts, in the event of the proposed number of shares being disposed of, and the proposed capital obtained. The secretary, who gives the order to the tradesman, is the party primarily liable; the directors also, who give the order to the secretary, may be liable. A third party may become liable, if it can be shown that he has authorised the act of the directors, in making the contract. But, by proving the defendant to be an original subscriber, unless the proposed capital is raised, no such authority is shown. Then, is there in this case sufficient evidence of authority to contract with knowledge that the directors were acting without the proposed capital having been obtained? The jury have found that there was not, and I think the finding of the jury is right."

"Alderson, B.—The authority given by the subscribers to the directors is a conditional one, depending on the terms of the prospectus being fulfilled. In this case that condition had not been fulfilled, and therefore the defendant is not bound by the contract of the directors; and the jury have found that he had not ratified the act of the directors, with a knowledge of that condition not having been performed.—Rule refused."

Mr. Jenvis contended the cases were precisely similar, with which the court agreed, and nonsuited the plaintiff, with liberty to move for a new trial.

## MINERAL RESOURCES OF IRELAND.

If a good deal of space in the *Mining Journal* has been, from time to time, for some months back, appropriated to observations and statistical notices of the mineral districts of the county of Cork, it was not because we were ignorant of, or insensible to, the claims which other districts in Ireland have to be considered as abounding in mineral, or (if we may be permitted the expression) in geological wealth. We have dwelt upon the vast importance, in a national point of view, of a general development of Ireland's mineral resources; and in furtherance of that development we have hailed, as a mighty adjunct of the means most available, next to capital itself, the construction of railroads in that kingdom—(we may be excused for declining to follow the "great agitator's" habit of applying to his country the minor appellation of a "province.") We have stated that the facility of transit of goods afforded by railroads, vastly advantageous, in a commercial point of view, as it is found to be in Great Britain, would be found of still greater advantage in other points of view in Ireland,—as that country, independent of great natural means of facilitating the attainment of commercial prosperity, possesses, in her mineral or geological wealth, vast resources, which only require full development to enrich her, and thereby place her people upon an equality, in social comforts at least, with the great majority of the people of this country. We have particularly instanced the heretofore hidden mineral resources of the large, thickly-populated—and, in many of its localities, as it must be admitted, as poor as populous—county of Cork; and we expressed our surprise that but few, and of those few the most of them very imperfect, attempts had been as yet made to develop those resources. Within the last quarter of a century, we witnessed, in this country, a spirit of mining speculation, which was, at one period, borne to an extent so extravagant as to impel capitalists into the embarkation of millions of their capital, in exploring for the precious and other metals in the all but to the foot of man inaccessible regions of the torrid zone, or in the bowels of mountains, at whose base the noon-day heat was intolerable, and whose summits were clad in eternal snow,—and in which way were absorbed, without redemption, in the shape of a metallic return, those millions of capital. Witnessing this, we wondered why it was that not even a solitary spark of this (in England) all pervading spirit of speculation had not communicated itself to the sister country; and we marvelled still more, that its result—the exploration for mineral—had not, at least, been extended into that country which, it was even then well known, abounded in, beyond all doubt, the less precious metals, and in marble, slate, and coal—the first two, of the finest qualities; and the last, in many instances, equal to the best in England. Verily, it was a show to see the vast operation in remote regions of this mighty spirit of speculation,—and it was a memorial to behold a country, in point of time, of a few hours' contiguity to our own shores, partake in no degree of that operation. The political, if not the social, union of the countries was effected—the senseless clamour for repeal of that union had not, as yet, been elevated beyond the whispering of a few malcontents; but the reminiscences of rebellions—one, the most formidable, if not the most sanguinary, of them but of recent occurrence—remained within the memories of the then generation of English speculators, and imposed on their imaginations a notion of insecurity of life and property in Ireland, which was not subsequently removed by any fixedness of political or social tranquillity in that country. To this notion, whether it were well or ill founded, has been ascribed the diffidence of the English capitalist to embark in mining or other speculations there, any portion of his capital. He thought,—and, perhaps, still thinks,—that the risk was greater than the probable profit; and notwithstanding the risk we run of being again denounced in Ireland as "deliberate" levellers of the Irish people, we will not refrain from repeating that as yet—and we grieve to be obliged to so repeat it—that public tranquillity is not sufficiently restored, or rather attained, in Ireland, to justify us in the belief, that the apprehension entertained by the majority of English capitalists of the insecurity of capital, if embarked in speculation there, is altogether removed. The time, however, is, as we firmly believe, not very remote, when any cause that may still exist for this apprehension will cease to remain. We will, also, repeat that it is satisfactory to see that, in the meantime, the Irish capitalists—commercial and landed—are beginning to be alive to the importance to themselves, and their country, of even a partial development of its mineral resources; and we particularly congratulate those of them of the county of Cork, on the spirit of speculation which has at length impelled them to form a company for a development of those resources, of the richest kind, with which the western districts of that county abound.

In reference to other mineral districts of Ireland, we must content ourselves at present with remarking, that the wealth they contain will be in its development wonderfully and rapidly advanced and facilitated by the construction of direct lines of railroad from the principal ports of commerce, through them, and across the kingdom, from north to south, east to west; and we particularly instance the lead and copper mines of Armagh, Monaghan, and Galway—the lead mines of Clare—the coal fields of the Queen's County, of Monaghan, Clare, Limerick, Tipperary, Roscommon, and Leitrim—the marble quarries of Limerick, Galway, King's County, Roscommon, and Armagh—the slate quarries of each of these counties, of which the most valuable are in Tipperary, and other inland districts—all of which will be rendered accessible for profitable investment of capital, by means of the line of railroad intended to open a direct communication between the north and south of Ireland, from the port of Belfast to that of Limerick, passing through the centre of the country, and connecting the various railways now in progress and contemplated therein. The profitable working of these mines and quarries, will add considerably to the stock of national wealth—will give employment to a large number of the people of the different districts in which they are located—will enrich the proprietors of them—and will be one of the most efficient of the advances which Ireland must inevitably make towards that prosperity which is her right, and which has been but too long marred or obstructed, by a multiplicity of causes, over which it is apparent that man had the control. In short, Nature supplied that country with the means of prosperity; but the appliance of those means was in man's power, and by him neglected.



## LONDON SEWAGE COMPANY.

(PROVISIONALLY REGISTERED.)

Capital £200,000, in 37,500 shares, of £40 each. Deposit £2 4s. per share.

BANKERS.

Messrs. Williams, Deacon, and Co., Birch-lane.

ENGINEERS.

Thomas Wickstead, Esq., Engineer to the East London, the Grand Junction, the Kent, the Southwark, and Vauxhall Water-Works, in London; and to the Hull and Wolverhampton Water-Works.

ARCHITECTS AND SURVEYORS.

John Rhye, Esq., Aldersgate-street; R. C. Carpenter, Esq., Guildford-street.

CONSULTING CHEMIST.

Arthur Alkin, Esq., F.R.S., F.G.S., &amp;c., Lecturer on Chemistry at Guy's Hospital, and Vice-President of the London Chemical Society.

SOLICITORS.

Messrs. Wood and Blake, No. 8, Falcon-street, City.

This company, which is possessed of a practicable plan (deposited, in conformity with the Standing Order of Parliament, on the 30th inst.) for intercepting every sewer that discharges itself into the Thames, propose to carry out the contents into the country underground for agricultural purposes. Thus the pollution of the waters of the Thames being prevented, an improved drainage of the metropolis will be secured, whilst the sewage, applied to agriculture, will yield a very ample return on the capital which is required.

Applications for prospectuses or for shares to be addressed, in the usual form, to  
4, New London-street, City, Oct. 30, 1845. ANDREW MARTIN, Secretary.

## Proceedings of Public Companies.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,

FOR ESTABLISHING STEAM COMMUNICATION WITH BRITISH INDIA, &amp;c.

(Incorporated by Royal Charter, dated 31st Dec. 1840.)

Capital, one million, in 20,000 shares, of £50 each, with authority, under the sanction of the Lords Commissioners of Her Majesty's Treasury, to increase it to £1,500,000.

COURT OF DIRECTORS.

Sir JOHN CAMPBELL, K.C.H., Deputy Chairman.  
Arthur Anderson, Esq., James Hartley, Esq., Brodie McGehee Wilcox, Esq.,  
Capt. Richard Bourne, R.N., Capt. Alexander Nairne, Chas. Wye Williams, Esq.,  
Francis Carleton, Esq., Alderman Sir John Pirie, Bt. Peter De Zulueta, Esq.,  
Joseph C. Ewart, Esq., Capt. Samuel Thornton, R.N., The Managing Directors.

AUDITORS.

The Hon. J. T. Leslie Melville; Jameson Hunter, Esq., BANKERS—Messrs. Williams, Deacon, Labouchere, Thornton, and Co.

STANDING COUNSELLORS—H. Bellenden Ker, Esq.

SOLICITORS—J. A. McLeod, Esq., Billiter-street; Thomas Browning, Esq., Hatton-court.

SECRETARY—Mr. James Allan

OFFICES—No. 31, St. Mary Axe, London

Ships.	Tons.	Horse power.	Ships.	Tons.	Horse power.
Hindostan	1800	520	Achilles	1000	420
Bentuck	1800	520	Tagus	900	300
Procurator	1800	520	Royal Earl	700	260
Oriental	1673	450	Montrose	650	240
Great Liverpool	1540	460	Iberia	600	200
Braganza	1000	300	Facha	550	210
India	1000	300	Madrid	500	160
Lady Mary Wood	650	250	Delta	240	140

VESSELS NOW IN COURSE OF CONSTRUCTION.

Ships.	Tons.	Horse power.	Ships.	Tons.	Horse power.
Ripon	1225	450	Malta	1000	400
Hadlington	1200	450	Alba	800	300
Pottinger	1200	450	Edin-burgh	800	300
Madras	1225	450	Ceylon	700	250
Bombay	1225	450			

RIVER NILE AND MAHMOUDIEH CANAL SERVICE.

Afric... Iron tug steamer on the Mahmoudieh Canal.  
Cairo, and Lotus... Iron steamers plying on the Nile.

The usual half-yearly general meeting of the proprietors in this company was held yesterday, at the offices of the company, in St. Mary Axe.

Sir JOHN CAMPBELL, K.C.H., in the chair.

The secretary having read the notice convening the meeting, read the following

## NINTH REPORT

From the Court of Directors to the Proprietors of the Peninsular and Oriental Steam Navigation Company.—December 5, 1845.

The successful result of the company's operations hitherto, and the gratifying position of its finances at present, enable the directors to convey to you on this occasion the assurance of their undiminished confidence in the continued prosperity of the undertaking. They have to inform the proprietors that the net profits for the twelve months, ending 1st October, 1845, exceed those of the corresponding period last year by 17,922l. This result is realised after proper provision has been made for the prospective outlay, which may be required in the next half-year, upon vessels now at work, and also setting apart out of profits 5 per cent. for the last year, on the first cost of the entire fleet, as a fund to meet the depreciation going on in the ships. The sums now remaining in account appropriated out of profits from time to time for the purpose of building new hulls, &c., or replacing heretofore machinery, in any of the existing vessels, amounts to 78,000l.

The directors take the opportunity here to state, that the company's new ship, the "Madrid," built to supply the place of the "Liverpool," (No. 2.), the hull of which has been sold, took up her station on the Peninsular line, on 17th of November, and appears well calculated for the service. Her first cost, complete in every respect, has been provided for, out of the depreciation fund above referred to.

In compliance with the terms of the last report, 30th May, 1845, the directors have invested the further sums of 13,000l. and 7000l., in Government 3 1/2 annuities, in the names of three of your directors, as trustees—Sir John Campbell, K.C.H., Josh. C. Ewart, and Francis Carleton, Esqs.—for account of the insurance fund; making, with the 10,000l. invested last year, a sum of 30,000l.; and they have considered it their duty to appropriate, out of the profits of the past twelve months, the further sum of 22,000l. for the same object, it being the anxious desire of the directors to make up, as speedily as possible, the insurance fund to 100,000l., and to secure to the company, by the same means, securities, at that amount as a minimum, the interest thereon to be added to that fund.

Had it not been for the heavy outlay now going forward in providing additional vessels for the company's operations, and the cash payments made on account thereof, the finances would readily have admitted of the said sum of 22,000l. being also invested in Government securities; but the directors felt it was most advantageous to the proprietors, to employ the surplus funds arising out of the profits of trade at their disposal to meet this outlay, and which has been done by the directors, by the means of the said securities, on the new shares. The amount paid to the contractors to the 1st Oct. last, for the new vessels now building, was 60,000l.; and the additional instalments called for, and paid by the proprietors for this object, only amounting to 36,000l. The difference (24,000l.) has been provided out of the undivided profits of the concern.

Her Majesty's Government having consented that, until the larger ships now building by the company are completed, others of less power and capacity might be temporarily employed, the directors have been under the necessity, for some time past, of engaging chartered ships for this service, which has been done by the directors, by the means of the said securities, on the new shares. The amount paid to the contractors to the 1st Oct. last, for the new vessels now building, was 60,000l.; and the additional instalments called for, and paid by the proprietors for this object, only amounting to 36,000l. The difference (24,000l.) has been provided out of the undivided profits of the concern.

In reference to the vessels now in course of construction, the directors report, that they consist of nine ships, of the collective tonnage of 9575 tons, and 3490 horse power, contracted for, under tender, with the most eminent shipbuilders and engineers of the day; and they will be finished in every respect, not only with a regard to their permanency and efficiency, but to afford superior accommodation for passengers. The entire cost of these vessels, complete for service, will be supplied by the remaining instalments, as determined upon; but they feel it is more prudent, at present, to attend to the development of the traffic on the existing lines occupied by this company, and the short branches connected therewith, than to enter upon untried fields of enlarged operations. Arrangements are being made in the meantime to procure accurate information as to the trade, and probable intercourse, likely to arise with the British colonies in the East, should the same be directed into the trunk lines established by this company, in order that the directors may avail thereof, if circumstances render it expedient.

The directors report, that the fourth contract entered into with Her Majesty's Government, namely, for the additional line of communication in the Mediterranean, established in connection with the East India Company's mail steam vessels, to and from Bombay—has been in operation since June, 1845, and that the service has given satisfaction. They have, lately, been enabled to effect a satisfactory arrangement for increasing the receipts of the vessels employed in this service, by extending the communication, which hitherto terminated at Constantinople, to Trebizond, and other ports on the Black Sea, on which line there is a considerable traffic.

The directors, in reviewing the successive steps whereby this company has attained its present independent position, feel well assured that its success is, in a great measure, to be attributed to the confidence which has been inspired by the regularity with which the service has been performed, and the efficiency of the vessels employed in the duty undertaken by the company. So far as relates to the important question of the pecuniary interests of proprietors, whose capital is embarked in steam navigation, the directors feel that the only prudent course to pursue, is that of providing, out of the annual profits, the means required under the following heads:—1st. To maintain the vessels in the highest state of working efficiency; and for that object, to keep always in hand a sufficient sum to cover the repairs of the vessels. 2d. To proceed, as your directors have hitherto done, in establishing and maintaining a sufficient insurance fund, to meet casualties—the minimum of which, as relates to this company, should not be less than 100,000l., to be invested in approved and available securities. 3d. To maintain a fund to meet the depreciation of the vessels—out of which new vessels shall be provided, to supply the place of hulls and machinery worn out in the service.

The directors feel, that, continuing to act as they have hitherto done, in providing for the expenditure which sooner or later must be incurred under the foregoing heads, they are adopting the surest means to protect, permanently, the interests of their proprietors, by maintaining and perpetuating, at its original value, the floating property of the company. They have well-grounded expectations, that the income of the company will enable them to carry out these measures satisfactorily, and at the same time to provide a remunerative dividend to the proprietors, on their capital embarked in the undertaking. When the insurance fund (now amounting to 22,000l.) has reached the sum at which it is recommended it shall be maintained—viz., 100,000l.—the further appropriation of the profits will be for the consideration of the proprietors.

The directors now recommend that the usual dividend of 3 1/2 per cent. for six months on the paid up capital, be declared; and that the Income Tax thereon be paid out of the surplus profits. Pursuant to the notice given in calling this meeting, the proprietors are required this day to elect two directors, and two auditors. C. W. Williams, Esq., and

Captain S. Thornton, R.N., who are the outgoing directors by ballot, and the Hon. J. T. Leslie Melville, and Jameson Hunter, Esq., the outgoing auditors, have offered themselves for re-election on this occasion; and as they are immediately re-eligible, according to the terms of the deed, the court recommend cordially and unanimously that your choice should fall upon these gentlemen. The court also beg leave to acquaint the proprietors, that Patrick Maxwell Stewart, Esq., M.P., a qualified proprietor, has signified in due form that he is a candidate for a seat in the direction; and they cordially recommend this gentleman to the proprietors for election—as, independently of Mr. Stewart's well known talents and honourable character, they consider it highly essential to the company's interest, that one, at least, of the directors should have a seat in Parliament.

By order of the court,

JAMES ALLAN, Secretary.

The report was then unanimously adopted—the dividend recommended in the report, of 3 1/2 per cent. for the half-year, was declared—Mr. C. W. Williams, and the other gentlemen who went out of office as directors and auditors, were re-elected—Mr. P. M. Stewart, M.P., was elected a director—and after a vote of thanks was passed to the chairman, the meeting separated. The celebrated Dwarkanath Tagore was present, in Indian costume, and addressed the shareholders at some length, on the accommodations on board the company's ships, their ventilation, &c. He was listened to with much interest.

## REGENT'S CANAL COMPANY.

The general half-yearly meeting of the proprietors of this company was held at the company's office, City-road, on Wednesday, the 3d instant.

On the motion of Mr. Ald. WILSON, Mr. J. E. D. BETHUNE was called to the chair.—Mr. SNEE (the secretary) read the report of the managing committee:—

The committee have to report to the proprietors at the present meeting the continued beneficial working of the canal during the last half-year, which, compared with the same period of 1844, shows a very satisfactory improvement of trade. The tonnage on the six months ending the 30th of November last having amounted to 120,890 tons—yielding a sum of 19,489l. The profits of the canal, as shown in the half-yearly account to the 30th of September last, amount to 13,900l. 15s. 4d., being sufficient for a dividend of 12s. per share, after transferring to the credit of the reserved fund 5 per cent. on the profits of the half-year—amounting to 675l. 14s. 10d. A surplus balance will then remain of 353l. 4s. 6d. in aid of the next dividend. Since the last meeting the committee have completed the purchase of two properties needed for the new entrance. The required notices have been given by the railway company of their intended application to Parliament in the ensuing session for an Act to enable them to carry out the agreement which was entered into at the special general meeting of the 29th of September last, and the necessary documents have been deposited at the office of the Board of Trade. In the meantime the required deposit of 5000l. has been made at the Bank of England, in the names of trustees on the part of the Regent's Canal Company. The principal part of this sum has been invested in the purchase of Exchequer Bills.

The report was agreed to, and formal resolutions passed, authorising the transfer of 675l. 14s. 10d. to the reserved fund, and declaring a dividend of 12s. per share, payable on an after the 12th January next.—Mr. HITCHENS asked, whether the Regent's Canal line would be brought before Parliament in the ensuing session?—The CHAIRMAN replied that the sections had been deposited within the time specified by the Standing Orders of Parliament, but beyond that he had no official notice.—Mr. HITCHENS: Have the deposits been paid?—The CHAIRMAN: I cannot say. You should apply to the chairman of the railway company.—Mr. LYON (the solicitor) said this company had received no other information than that the requisite notices had been given, and all the other requirements of Parliament complied with up to the 30th November.

Mr. BAKENDALE said there could be no doubt that the decision come to by the proprietors to sell the canal was a sound one, and whether a confirmatory Act of Parliament was obtained or not, no blame could be thrown on the committee of management, as it was the act of the proprietors themselves. The company would not be in a worse position than they were before the resolution of September was passed, even should Parliament reject the bill.

Mr. AUSTIN: I presume, Sir, we must go to Parliament for an Act.—The CHAIRMAN: No.—Mr. AUSTIN: Till an Act is obtained, then, we go on as we are?—The CHAIRMAN: Yes, and till we are paid 500,000l. We shall make up our books till the very day we transfer the property to the railway company; till then all the profits remain ours.

A PROPRIETOR inquired if the railway could not succeed in obtaining an Act for the construction of the railway, but should pay down the sum stipulated in the agreement, would they still have the canal? (a laugh).—The CHAIRMAN: If we get the million, I apprehend they may do with it as they please. Thanks having been voted to the chairman, the meeting adjourned.

## BRITISH AMERICAN LAND COMPANY.

The half-yearly meeting of the directors and shareholders of this company was held on Saturday last, at their offices, Barge-yard, Bucklersbury, for the purpose of receiving the report of the directors.

ALEXANDER GILLESPIE, jun., Esq., took the chair.

The CHAIRMAN said, that, in appearing before them for the first time as their chairman, he claimed their indulgence; he had accepted the appointment in consequence of the ill health of their much esteemed former governor. Although they had not been able as yet to command that success that he sincerely wished, yet he was in hopes that they would shortly be able to do something that would render the affairs of the company in a prosperous state; their lands were improving rapidly, and emigration had been greatly on the increase, in consequence of the facilities afforded by the company to settlers and purchasers of land; he was glad to have this opportunity of stating, that Mr. GALT, their manager, had returned from Canada, and was now present to give every information that might be required by any gentleman respecting the affairs of the company, as he was going to sail in a few days for Canada by the next packet. From what he had told him, he was happy to hear that the affairs of the company had, and were greatly improving, and no doubt would be more and more prosperous should peace be continued between this country and the United States, as the sales of land have been very considerable during the past year. This was only a half-yearly meeting, for submitting the report for their approval (and not the money accounts), which report would be read to them.

Mr. CUMMIS then read the following report, which was unanimously adopted:

## REPORT.

That the general business of the company continues to proceed satisfactorily in Canada. The sales of wild land for nine months to 30th September, have amounted to 10,901 1/2 acres, for the sum of 6552l. 12s. 6d., or at an average of 12s. currency per acre. The sales of town lots in Sherbrooke have been 7 1/2 acres for 805l., or 111l. per acre. The cotton mill has gone into successful operation, and the progress of building and improvement in the town promises to be constant and satisfactory. The total sales are 10,909 acres for 7357l. 12s. 6d. The system of produce payments, so far as the operations of last year are concerned, has been most successful; the amount on hand at 31st December last having been since realised, and the entire result having produced a small profit, after meeting the expenses of collection and sale. The receipts taken in kind this year have, so far as the Canadian advances reach, been equally satisfactory; and the directors trust that they shall thus ultimately secure a punctual discharge of interest accruing to the company, and obtain a large amount of debt, which, in the present state of the eastern townships, has been found impossible to collect in money. At the same time they are most desirous to embrace the earliest opportunity of re-establishing cash payments in all cases, and thus relieving their officers abroad of an onerous duty.

The directors have further the satisfaction of stating that the new Municipal Law, regulating local taxation, has come into force, freed from the unjust provisions of the former Act, and founded upon equitable principles. Under this Act the company will only be assessed in common with all other individuals possessing real and personal property in the district, and the proprietors will have the gratification of knowing that the improvements to which the district funds must be appropriated, are those which, in most cases, will prove a beneficial outlay for them. The directors are also pleased in believing that the people of the eastern townships are now fully alive to the importance of an union with the company in the attainment of objects which must produce mutual benefit.

The commissioner of the company has been in England since July, endeavouring to establish a line of railway from Montreal, via Sherbrooke, to Portland and Boston. He was requested to undertake this mission by the railway directors in Canada, and feeling that the connection which existed between the interests of his project, and the interests of this company, he acceded to their request, in doing which he has since received the full approval of the court of directors.

The directors have the satisfaction of stating that the very ample instructions which Mr. Galt felt for the management of the company's affairs in his absence, have been most carefully carried out by Mr. Penoyer, their principal surveyor, who has been in the service of the company since their establishment.

With reference to the St. Lawrence and Atlantic Railway, the proprietors are aware that the company became subscribers in Canada for 20,000l. sterling, and the directors have now the satisfaction of reporting that there is every prospect of an attainment of this most important object. The work has received the support of the commercial interest of Montreal, and the American railways, in connection with it from Boston and Portland, are now in progress of construction; and, should no unfortunate interruption of the peaceful relations between Great Britain and the United States occur, there seems nothing to interrupt the accomplishment of the work. The state of the money market may, however, create delay, and the directors do not, therefore, anticipate further call on account of their railway shares before they again meet their proprietors at the next annual meeting.

Mr. GALT, on being called upon by one of the directors, said that he was most happy to have this opportunity of addressing them previous to his departure; he was glad to announce to them that the lands were rapidly improving in price, and the projected railway from Montreal to Portland would give them the certainty of two lines, one from Boston and the other from Portland. The Government had greatly improved the road from Quebec to Sherbrooke—in fact, throughout Canada in general. Should this railway be accomplished, towards which the company were to contribute 20,000l., it would be the means of enhancing most materially their property. The population of that district had more than doubled within the last ten years, and was now upwards of 40,000, and likely to increase on a more extended ratio, as the company afforded every possible facility to the settlers, who hitherto have been principally from the United States and the French Canadians—as emigration direct from this country had been on a very limited scale as yet, but in the spring there was little doubt many would leave the United Kingdom to settle out there. They had, a few years back, tried the experiment of giving a free passage to emigrant settlers, but that was found not to answer, and incurred very great expenses to the company without a relative return.

On one of the proprietors wishing to know a few particulars as to the company's position in Canada, Mr. GALT said, that the sales from 1834 to 1st January, 1845—nine years—had been 42,837 acres..... £29,096 8 8  
Ditto 1845 to 1845, 64,536 acres..... 38,424 19 2

Up to 1844 the receipts did not equal the expenditure, but they had increased greatly since that period, as, in 1844, there was a surplus of 1668l., and the operations in 1845, up to the time of his leaving Canada, the receipts amounted to about 2500l.; the outstanding debts of the company were 58,900l., and the net cash 6100l. The average cost of land on the 1st of January, 1845, was 4s. 7d. 2-5th per acre; the average cost of those now on hand was 4s. per acre. The town of Sherbrooke cost, on the 31st December, 1843, to 21,900l., it now costs only 20,134l., and its progressive improvements are very great, as a cotton manufactory had been established, and other small undertakings, of various descriptions, were in progress. With respect to port St. Francis he was sorry to announce that it had not been very prosperous, but it would no doubt improve. The sales to the 31st Dec. 1844, were 97,878 acres..... £60,168 14 11  
Ditto to 30th Sept. 1845, were 10,909 acres..... 7,357 12 6  
Total 67,521 7s. 6d.; remaining due, 58,907l. 14s., and interest, at 6 1/2 per cent. on lands in hand, 625,695 acres, averaging at 4s. 6d. or 4s. The mortgage debts and interest amounted to 66,000l.; personal debts about 2000l.; cash, 4000l.; and surpluses about 1000l. He could not but impress upon their minds the advantages that would be derived by the laying down of the projected railway.—One of the PROPRIETORS wished to know if there would be any further call upon the company to make up the 20,000l.—The CHAIRMAN said, that he hoped no further call would be requisite, as the line would very soon pay itself.—One of the PROPRIETORS observed, that the greatest publicity ought to be given to the operations of the company, as he was certain that in many parts of the country, and even in London, it was not generally known that such a company as the British North American Land Company existed. This ought to be done by advertising through the public press, as then emigrants would know where to apply for information.—The CHAIRMAN replied that that had been done to a very great extent.

The meeting appeared highly satisfied at the information given by Mr. GALT, and a vote of thanks was passed to that gentleman and to the chairman, when the meeting separated.

## TIN.

The following remarks on this highly-valuable metal from Professor Faraday's lecture, delivered at the Royal Institution, will be read with much interest by all persons connected with mining and smelting, and, indeed by the public in general.—"Tin is a metal which is never found native—that is to say, it is never met with in a perfectly pure metallic state. On the table there are different specimens of the ore, or compound of this metal with oxygen, which forms a very remarkable substance. These beautiful white silver-looking specimens are tin combined with oxygen; probably three-fifths, or even a larger proportion of these ores is metallic. These compounds sometimes occur in masses, forming incrustations in the cavities of the rock; or as veins. Behind me is a drawing of the Carclase tin mine, in Cornwall, whence the specimen before you has been procured. The reduction of this ore is carried on by carbon. The carbon attracts the oxygen, and the metal runs out in the manner here represented. I have been making experiments in order to develop the true colour of the metal. I did not know the colour till I saw it running freely in a liquid state. You usually see it of a white creamy colour, but when first poured out, before it has exerted any attraction for oxygen, it is exceedingly beautiful, and vies with silver in lustre as a metal. When the tin in this ladle is melted, I shall pour it out, in order that you may observe the purity of its surface, and other circumstances connected with it. On being melted and solidified, tin forms a very malleable and soft metal. Here is a large sheet of tin, and you see the way in which it unrolls; it has been passed through a mill to bring it into this condition. By a process of manipulation, the sheets can be made thinner, and reduced to what is termed tin-foil. It is interesting to observe how the men manufacture these sheets of malleable metal in a way similar to that described with respect to gold and silver; they can make them so large as to cover the whole floor with one sheet of tin, and without a hole in any part of it. They will lay plates, 1, 2, or 3 feet thick, on heavy anvils, and ten or twelve men will stand hammering on this soft metal with such exactness that at last they will produce a multitude of sheets alike in every part, most valuable for silversmiths of great price, and which are sent all over Europe and to America. It is curious to observe how price is influenced by workmanship. Small sheets are less valuable in proportion than large ones, and hence the art is to make them large. Some of these sheets are worth 152 guineas a single sheet, in consequence of their size and the perfection of their surface. The metal before us is now melted; the surface is slightly oxidised; it is very liquid and beautiful, and I will pour it out after scraping the surface, in order that you may see it. The lustre is beautiful, and it is that which, carried into mirrors, gives a splendour which perhaps no other metal can produce.

"There are several uses to which tin-foil is applied; among others, to exclude dampness. It is frequently used for this purpose on walls behind paper-hangings. It is also employed for the purpose of preserving plants. Here are two specimens of turnip-tops, gathered at the same time; one specimen has been preserved some hours wrapped up in tin-foil, and the other not, and you observe the remarkable contrast they present. [The one was quite fresh, and the other withered.] It was a great desideratum with the botanist to have a portable article that would preserve plants from injury, and it is now applied to him either by tin plate in boxes, or by tin-foil, which will keep them fresh sufficiently long for his purposes.

"All the common metals, except tin, rust; they become duller and duller up to a certain degree, lose gradually their lustre, and then the process goes no further. Instead of this rusting being a destroyer of the metal, it is a preserver; for, even in the case of iron, which rusts quickly, as compared with other metals, if it is dipped into tin, it comes out coated with it, and it is preserved beautifully. The iron off which I scratched the tin at the beginning of the lecture begins to show the effect. [Red streaks of oxide of iron had begun to appear in the scratches.] If it were exposed for a couple of hours to the action of water, the iron would become quite corroded; but where the tin remains, the iron is protected, and the tin itself appears unaffected.

"How is it that this metal can protect itself, and the iron that is under it? It is simply owing to the substance formed on the surface by the action of oxygen, which is so adherent to the metal beneath. It gives a place to which no varnish, or any other kind of application, can afford. Take a per, or a tin plate; they are both protected in their metallic state by a coat formed in the first instance of oxide. It is only because this coat is so exceedingly compact, close, and adherent, that it passes for nothing—a mere film of tarnish. You think you see, or touch, a piece of tin; you cannot detect the film, except by close examination. We know it is there, but it is only by optical phenomena that we can measure its thickness. It seems clean and beautiful, but if you rub it off, you give the metal beneath a new character; the beautiful lustre, however, passes off the first moment up to a certain point, and then it retains the state it now exhibits. The body formed by the combination of oxygen with iron is different. The oxide does not adhere to the metal beneath; it forms upon it little spots, or porous tumuli. It is not an investing varnish, but the process goes on through the pores of the rust, especially if the metal be placed in a damp atmosphere. This is the reason why we find a difference between copper, iron, tin, and lead, when used for roofs, or other external purposes. The iron alone is eaten into and destroyed, by this want of adhesion in its rust to the surface of the metal.

"It is curious to observe, in some cases, how tin, a metal having a slight attraction for oxygen, protects other metals from oxidation. In Canada, tin plate is used for the roofs of houses; I am told that you are dazzled by the lustre of the setting sun upon the roofs; and there, although it is exposed to the atmosphere year after year, it does not decay, because the superficial coat of oxide protects the tin and iron beneath."

## LITERARY NOTICES.

Jabez Hare's Illustrated Engineer's Almanack for 1846.

This is a novel, highly interesting, and useful publication; in the form of a sheet almanack, of large size, it contains, in addition to the usual information of the calendar, a variety of engineering statistics, of considerable importance, and which will be most useful for reference—such as a table to find the areas and circumferences of any circle, from 1 to 100 inches, of which the diameter is given; a table of the pitch of wheels, breadth, and thickness of teeth, and strength in number of horses power, going at the rate of 3, 4, 6, and 8 ft. per second; a table for calculating the pitch of a toothed wheel, when the radius and number of teeth are given. Specific gravity, strength, cohesiveness, stiffness, and resilience of various woods from Treigold. Hardness and specific gravity of various stones, weight of iron, number of bricks to any piece of work, relative value of British and foreign road measures, expansion of air and water by heat, &c. Around the margin are twenty-one excellent wood-cuts, with descriptions of the most important mechanical inventions of the day—the whole surrounded with maxims and axioms from Franklin and other witty writers; the whole has been got up in most excellent style by Simpkin and Marshall, and reflects the greatest credit on the compiler and publisher.

The Bankers' Magazine, Journal of the Money Market, and Railway Digest for December, 1845.

The Number of this work for December, 1845, is now before us, and fully sustains the character which, as a monetary publication, it has now for nearly two years supported. It opens with an article headed the "Policy of the Bank of England—the Cause of the Panic"—tracing to the injudicious policy of that body at the commencement of the year in reducing the rate of interest, when such reduction was quite unequalled for the state of the country, and then, when the spirit of railway gambling was at its height, by putting on "the screw," they produced that panic, which, but for the previous unequalled reduction in the rate of interest, never would have occurred; this is followed by an able article on the recent bank failure, the "Commercial Bank of England," a railway panic lesson; statistics of savings banks, correspondence, and the weekly bank returns. The Bankers' Magazine fully supports its title as being a faithful record of transactions connected with the money market, and a careful digest of all matters connected with the commercial world.

The London Journal and Repository of Arts, Science, and Manufactures.  
The Number for December contains a list of no less than seventy-two new patents for England and twenty-two for Scotland—a proof of the scientific advancement of the age and the extensive development of the inventive faculties of man. With respect to the work itself, it is got up in the usual excellent manner—good paper, clear type, and well-finished copperplate mechanical illustrations, render this work an established book of reference for the mechanic, engineer, and patentee.



## ATMOSPHERIC RAILWAYS.

TO RAILWAY COMPANIES, ENGINEERS, MANUFACTURERS, IRONMASTERS, AND TO ALL OTHERS WHOM IT MAY CONCERN.

NOTICE is hereby given, that the Atmospheric System, included in Pinkus's 1st and 2d Patents, of 1834 and 1836, and which is now about to be adopted on the Croydon Line, is, nevertheless (although practicable), but a crude and imperfect one of Mr. Pinkus's several systems, and involves an unnecessarily large outlay of capital in the construction, and an unnecessarily heavy expenditure in the annual working thereof; whilst, by Pinkus's new Systems, only about one-half the expense in constructing, and one-half in the working and annual maintenance, is incurred. The former long valve is dispensed with, and the loss by leakage thereof prevented—one line of pipe suffices for a double line of railway; each train is made to move under the influence of two stationary engines, at the termini of a section, simultaneously, by which means the amount of motive power is reduced by one-half, yet affording the required amount of propelling power. The stationary engines work constantly, husbanding power at intervals, when trains are not moving, thus inducing much economy. The propelling main is reduced in size to one-half the capacity required by the former system; yet affording the same amount of propelling power. Trains may be more frequently moved, and without danger. And by a further system (being the Atmospheric Locomotive), one line of pipe suffices for a double line of railway; the train, as before mentioned, moves under the influence of two stationary engines at the termini of a section simultaneously; the column of air in the pipe does not move with the velocity of the load; the immense loss of power consequent upon friction of air moving rapidly in the tube, is thus avoided; the quantity of air acted upon for an equal amount of propelling power, is only a fifth part of the quantity necessary by the former system—equal flexibility with the common steam locomotive system is obtained, the locomotive atmospheric engines being capable of moving forwards and backwards, as by the steam locomotive, more frequent trains may be moved without loss of time, and without waiting for the re-exhaustion of the propelling tube, the power of the locomotive is greatly increased on inclined planes, without enlarging the tube, and perfect safety, from the possibility of a train moving off the rails, is secured. These are advantages which Pinkus's other first system, about to be used on the Croydon Line, does not possess.

Licenses will be granted, and information may be obtained, on application to the Secretary, at the Atmospheric Railway Offices, West Strand, Trafalgar-square, London.

Communications addressed to Mr. Alfred Gregory, Sec. pro tem.

## THE ATMOSPHERIC RAILWAY SYSTEM.

THE PATENTS OF MESSRS. PINKUS, SAMUDA, AND HALLETTE.

[We have been requested to translate and to publish in the *Mining Journal* the following letter which has been addressed by M. Arnollet, to the Editor of *Le Concours des Chemins de Fer*, on the atmospheric systems of Messrs. Pinkus, Samuda, and Hallette: our columns are, of course, open to any reply.]

SIR,—After the communication that I had the honour to transmit to you of my letter to the Academy of Sciences, on the subject of the priority of claim risen on my system, by an English academician, you expressed the desire to know my opinion on a similar claim under the name of Mr. Pinkus, which appeared in the *Mining Journal* of the 11th of October last, against all patents taken out in France, first of all by Mr. Samuda, whom he calls an audacious pirate, afterwards by Messrs. Hallette, Chameroir, Pecquier, Julien, Valerio, and others—a claim by which Mr. Pinkus pretends that in whatever shape the new patents which he speaks of, are only imitations or alterations of his own patents of 1834 and 1836; after which he strongly complains of what M. Arago stated to the Chamber of Deputies, in presenting the Hallette system as a new invention. I have the more felt the importance of examining this question, as the principal patent of Mr. Pinkus, taken out in France in 1834, not having been followed out into any operation, this patent and all its accessories are, in virtue of the law, become for a long time the public inheritance; and, to justify your title of censor, it is your duty to inform all those who may have to employ the atmospheric system what are the rights that result to them from these patents of Mr. Pinkus. I could not, however, conceive the claim contained in the *Mining Journal*, as the only mention of the Pinkus system which came to my knowledge is, that which contains the report made on his return to England, by the inspector, Mallet, who had been commissioned by the Minister of Public Works to examine the Dublin and Dalkey Railway, which Messrs. Clegg and Samuda had just finished; and this report describing the different phases that the atmospheric system had passed through, does not mention Mr. Pinkus as having tried the under cord valve, or conductor, and not succeeding, and attributes to Messrs. Clegg and Samuda all the merit and success of the system tried at Dalkey. I called at the Patent Office, where it is only necessary to look under the names of Hosking, dated the 20th Dec., 1834, and 30th Sept., 1836, the patents taken out by the said Mr. Hosking of the Pinkus system, and it was with extreme astonishment that, instead of this under cord valve, of which they appeared to me to speak of with disdain, I there found demonstrated a most complete system, containing everything requisite to a man who has some experience to enable him to establish the atmospheric system, and that on a principle which I believe preferable to all that I have hitherto seen. In the patent granted the 20th of December, 1834, the lateral, or side, view might lead one to conclude that there exists a cord employed as an under valve, or conductor, but when one examines the cuttings and the description, it is seen that this pretended cord is an elastic hollow tube of four inches English in diameter, formed by a slight steel wire rolled round, as is seen by the small copper tubes which compose the branches of the straps; this cylinder of steel wire is covered over with a thick stuff, underneath which is a waterproof substance that closes the tube, and for the passage of the vertical frame which unites the carriage to the directing carriage; it is raised by two closed wheels placed on the wagon, whilst at the back another wheel of a regulated weight presses upon this tube by replacing it, and then joining it in the slit of the atmospheric tube. It appears that Mr. Pinkus has not yet been enabled to find a company to try the experiment of his system, which is too frequently the case in the undertaking of grand projects; but he presented himself again in 1836 with an important improvement (added to other proposals for the employment of compressed air, to which I will not allude at present). In this second patent, one no longer sees above the carriage the appearance of cord, the use of which might be very inconvenient; the frame that unites the carriage to the piston runs along the slit of the thick tube between two flexible bands in their full length, impregnated with a waterproof matter, and that the springs acting by horizontal pressure caused them to close one against the other, so that one is master of regulating it as one wishes, joined to that of the exterior air, when the vacuum is made within, and ought entirely to prevent such air re-entering; when the frame which incloses the piston arrives, it throws aside the bands and the springs, which immediately re-close the opening after it has passed.

Mr. Pinkus thus admits, in his additional patent, that instead of the hollow elastic tube, metallic springs would be better, as it is evident it is possible to give them various positions; but in one of his changeable drawings (No. 3, of the paper 3) he still represents this same elastic tube, combined with a series of springs. Had he placed two leaning one against the other it would still be the same system, and it would also be the same if these tubes, instead of being extended by the effect of the spiral steel, were simply by means of covered hair rope, which would be more economical; these are different changes that experience would soon have known which to have chosen, had the Pinkus system been fully tried. That of M. Hallette is different in this point; instead of employing exterior metallic springs, or tubes, containing interiorly any elastic materials, he makes use of the compressed air to extend these tubes. It is this that Mr. Pinkus calls an invasion or alteration of his system. "It is a change (says he) that cannot warrant a patent of improvement, as there does not exist any improvement whatever, but that it is solely always employing the same principle without any new advantage." One cannot help refraining to state, however, that, in the first instance, the idea appeared to be a very happy one, and perfectly successful, when looking at things only in their favourable circumstances; but, if we reflect, that in a narrow tube, even inflexible, from 5000 to 6000 metres in length, the compression of air is not transmitted but with difficulty, and that, consequently, this difficulty is necessarily increased when the tube is stiff, and opposes its extension; and, if one considers that, in case of hard frosty weather, this stiffness will greatly increase in a covering of caoutchouc or India-rubber, there is every reason to fear that there must be a stronger pressure at the chief end to produce a weaker one at the opposed extremity. In the Pinkus system, on the con-

trary, one or two broken springs, or tubes, can be replaced in a very short time, and there is nothing to fear from the changes of temperature. I, therefore, declare that, if I had to execute an atmospheric railway, I should confine myself entirely, as far as regards the establishment of a line, by adopting the Pinkus system, which, by its impenetrable property, must evidently produce results similar to those which the valve or tube of M. Hallette will, only yield perhaps in fine weather, and most especially are one hundred times more advantageous than that of Samuda. Here presents a most painful reflection; Mr. Pinkus is the first who has given the idea of employing the atmospheric system to any advantage, which the originator, Mr. Medhurst, had attempted in vain to obtain from good results by the means of the hydraulic valve or tube. Mr. Pinkus took out a patent in 1834, but was not able to form a company for carrying it out; four years afterwards Mr. Samuda takes out another patent, in which he declares that, according to the law of 1791, that of Mr. Pinkus not having been put into operation or executed during two years, had fallen as public property, and, to carry out his patent in his own name, being obliged to make some alterations, he imagined to be improvements, which are not worth mentioning, as Mr. Pinkus very justly tells him, "that the alterations are true nonsense," and so far has the system of Pinkus been forgotten that M. Arago, speaking in the Chamber of Deputies and Messieurs, Tesserre and Mallet in their reports, as commissioners of the Government appointed to investigate the atmospheric system in England and in Ireland, have clearly shown that they have not obtained the slightest information on the advantages or improvements contained in the patents of the said Mr. Pinkus. Notwithstanding that the law of 1791 had foreseen that there would be many cases where the inventors of useful things and improvements would be placed in a situation where it would be impossible to find the means of carrying out their inventions in a short time, and wishing that the Government should have a controlling eye; that such discoveries should not be lost, there should be commissioners appointed to make their reports on the subject, so that the patentees might be rewarded, and their inventions published. Had the Government acted thus for the last ten years how many atmospheric railways should we have had? But they will not even examine the improvements that the French engineers offer them gratuitously, as it appears that they have something better to occupy themselves than the public interest.—ARNOLLET: Nov. 25.

PROGRESS OF ATMOSPHERIC PROPULSION.—Messrs. Prosser and Brett have taken out patents for another mode of atmospheric propulsion, or rather, another mode of application of the longitudinal valve. Instead of the continuous opening, the top surface of the pipe is pierced with a number of oblong holes throughout its length; on each side of these holes two flanges are cast thus [ ], and on the inside of each a piece of leather, or other flexible material, is securely bolted, forming two flexible tubes, the insides of which are pressed together and kept air-tight by rods of wood and springs inside. The propelling arm attached to the piston passes between these lips, which close immediately behind it as it proceeds, and the pipe is ready for further exhaustion. By another modification one pipe is laid between two lines of rails having flexible continuous lips on each side, and thus enabled to work both lines; a hollow arm, flattened at one end, passes freely between the flexible material, the other end being connected with the suction part of cylinders, similar to the common locomotive; thus, by exhausting the air in the main, a pressure is exerted on the pistons of the locomotive which is thus propelled.

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